

# MARINE RECORD

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## SUIT AGAINST AN INSURANCE COMPANY.

The suit in which a verdict was rendered at Buffalo last week against the Western Assurance Co., of Toronto, was brought to recover a fire claim of \$6,000 preferred by the owners of the burned steamer *Northerner*. Claims against the insurance companies which held policies on the *Northerner* were decided two years ago, when the greater portion of the loss incurred by the destruction of the steamer was adjudged to be chargeable by the risks. When action was brought to recover on the fire policies the owners found that in the natural order of things they would be cut off by the clause limiting claims to one year from the date of the occurrence of the loss. In the case of the *Northerner*, however, the loss was incurred prior to the issuance of policies upon risks which had been applied for and accepted, and after the burning of the steamer the policies were withheld so that the owners had no means of knowing of the existence of the clause. On finding themselves lame in that direction the companies interested shifted the point at issue to the definition of the meaning of the phrase "laying up a boat." The companies contended that a boat is not laid up till she is stripped and everything is ready for winter. While some vesselmen agreed to this definition, they all contended that for the purposes of fire insurance, a boat was laid up as soon as she reached the port where it was intended that she should winter. She might even move about in the port after arriving, so long as she had no intention of leaving. And this opinion prevailed with the jury. Though the ownership on the *Northerner* is nominally in Rochester, it is really in John Keiderhouse and others who hold the mortgages on her. Suits against the other fire companies have been entered, but they will hardly be contested upon what seems now to be a fruitless effort of repudiation.

The steamer *Northerner* was burned on Lake Superior December 12, 1893. Others suits will be brought to recover sums aggregating \$75,000.

## TAX EXEMPTION.

There seems to be an epidemic, as it were, going the rounds of lake states regarding the taxing of vessel property. In Michigan, State Senator C. H. Westcott, of St. Clair, has introduced a bill in the legislature providing for the exemption of all vessel property in the state from taxation. A similar law has been in force in Pennsylvania for some years, and the senator said that it had the effect of bringing to that state the tonnage of a large number of vessels that would otherwise have remained out, and that in doing this they have forsaken other states in which taxation was enforced. He claims that the advantage to the state is that the owners of the property feel like spending the money for repairs to their vessels in the state that thus favors them, and that this source of business gives employment to large numbers of men within its borders and puts money into the pockets of the builders as well.

Wisconsin, after revising her tax law to somewhat favor vessels, two years ago, has a measure now before the assembly committee to raise the tax again.

Attorney George H. Markham of Milwaukee, on behalf of the steamboat men, objects to any changes in the law as it now stands. He held that to repeal the present law or to pass Mr. Overbeck's second bill would place vessel owners at the mercy of the assessors again. The present law is as good a one as could be devised. Under its provisions many vessels that were owned abroad had been entered in Milwaukee and were paying taxes there. If the law should be changed these vessels would be driven away and the dry-dock companies, which had invested large sums of money, would lose much of their business.

In the city of Milwaukee alone, Mr. Markham said, upwards of \$200,000 had been spent for material and labor

in the shipyards, to say nothing of the business which the presence of the boats had made for other industries. He called attention to the important fact that in making harbor improvements the government was guided largely by the amount of tonnage registered at the different lake ports. Chicago, at the head of the lake, by reducing taxes sufficiently to make it an object for the vessel owners to enter their craft there, was bidding for the work that Milwaukee wanted to keep. If private owners were not given equal advantages on the matter of taxation in ten years the railroads would own all the vessel property.

With any change in the Wisconsin laws, Superior will be placed at a disadvantage with Duluth and this fact keeps interests excited at the head of the lakes as well as on the Wisconsin shore of Lake Michigan.

## TO MAINTAIN LAKE LEVELS.

The Lincoln Club of Chicago at their last meeting, discussed the improvements necessary to maintain the water commerce of Chicago. It was represented that the water



CAPT. JAMES O'NEAL.

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in Lakes Michigan, Erie and Huron had receded more than two feet during the last 10 years and resolutions were passed urging Congress to adopt improvements in the direction of damming Niagara River, to retain the usual level of water in the lakes. A committee consisting of S. T. Gunderson, Joseph Downey and William H. Alsop was appointed to interest other cities in the movement. Capt. J. S. Dunham said that he believed the water in Lake Michigan had fallen at least 18 inches in the last 10 years and possibly more. "The scheme of the Lincoln Club for dams in the Niagara River is one that I advocated myself 12 years ago. I believe the plan to be a good one," he said.

Secretary Carlisle has appointed Captain Peter C. Petrie, formerly Assistant, to be inspector of hulls for the port of New York, to take the place of Captain Fairchild, who was dismissed some time ago for violation of a departmental rule.

## AMERICAN STEEL RAILS FOR JAPAN.

According to the Japan Weekly Mail, says the London Board of Trade Journal for January, 1897, the result of the first public tender for steel rails to be used in Japan has been a success for the great American firm of Carnegie & Co., of Pittsburg. Hitherto it has been the habit of the Japanese Government to entrust to its agents the business of supplying rails, and we entertain no doubt that the commissions were always executed as economically as possible. But a departure has now been made, for the first time, from the regular method of procedure, and the issue is that English manufacturers have been cut out by an American. In the present depressed state of American industries, it appears to be possible for a United States firm to sell steel rails at a lower rate than they can be purchased for in England. The quantity of rails required on this occasion was 13,000 tons, in round numbers, and Messrs. Carnegie & Co.'s tender is said to have been some £8,000 (\$40,000) lower than any other. That means 10 per cent. approximately—a very appreciable difference. It is the custom in Japan to fix a maximum figure beyond which the authorities are not prepared to purchase, and when the tenders in question were opened, three proved to be within that figure, Messrs. Carnegie & Co.'s being the lowest.

The attention of the Carnegie Steel Company having been called to this publication by the Bureau of Statistics, Department of State, they replied as follows, under date of January 8, 1897:

Replying to your letter of the 5th instant, with inclosed copy of clipping from the Board of Trade Journal of London, would say that the report is correct as far as our having sold the Imperial Railway of Japan 15,000 tons of rails, half of which quantity has been shipped and the balance will go forward within the next thirty days. There was, however, no such difference in price as indicated in the Journal. From the best information we are able to obtain at the time, our price was not over 6d. per ton less than the English price.

## NAVAL APPROPRIATION.

The Naval Bill authorizes the construction of one additional battleship and of one composite sailing vessel of 1,100 tons displacement, to cost \$250,000, the latter to be used for the instruction of cadets at the Naval Academy. The bill fails to fix a price per ton to be paid by the Navy Department for armor plate. Instead it makes a lump appropriation of \$3,210,000 for the purchase of 8,025 tons of armor for the battleships Illinois, Wisconsin and Alabama, which fixes the maximum price at \$400 per ton.

No increase of the personnel of the Navy is made, the enlisted force being placed at the number allowed by law passed during the last session, 11,000 men and 1,500 apprentices. For the pay of officers and men \$8,235,385 are appropriated and for the pay of civilian employes, an appropriation of \$307,000 is made, a total of \$8,542,385 for pay of the Navy.

## THE NEW CAR FERRY

The first trip of the car ferry and ice crusher *Pere Marquette* from Ludington to Manitowoc was made Friday night. Thirty cars, all heavily loaded, were put aboard. Seven were placed on each of her two outside tracks, and eight on her two center tracks. She could easily have taken eight on each track, making 32 in all. When the first seven were put on one side, she careened a little, but the next seven on the other side straightened her up in good shape. Her schedule is to leave Ludington each night at midnight, arriving at Manitowoc at five o'clock the next morning. She stays there one hour, starting back at six o'clock, and reaching Ludington again about noon. There is no doubt but that her builders, F. W. Wheeler & Co., Bay City, made a perfect success of this large, powerful car ferry and ice crusher.



## NEWS FROM THE FIELD.

## DETROIT.

Special Correspondence to The Marine Record.

Capt. Daniel McCarthy has been appointed to command the steamer State of Michigan, of the Grummond Detroit and Cleveland Line.

Large steel drops in the form of arches have been put in the schooner Nelson and the steamer Forest City, both boats will be much strengthened thereby.

The City of Cleveland has had new smokestacks put in, and is said to have a new cylinder also. She has returned to her dock at the foot of Wayne street, where painting and general preparatory spring work is going forward.

The steamer Mascot of the Stevenson fleet is now nearly ready to leave the dock at Hodges' Engine Works, and will have her cabins put on at her dock at the foot of Randolph street. She will commence running about April 1 to Mt. Clemens, Anchorville and New Baltimore.

The Star Line Dockage and Storage Co. is building a fine new warehouse on its property at the foot of Griswold street. The dock will be repiled and replanked, and a fine house erected on it. Its owners claim they will have as good a warehouse and dock, if not the best of any in the city.

Thomas Adams has decided to move his vessel office and insurance business from its present location at the foot of First street, to the foot of Griswold street. He will probably occupy the offices formerly used by Waldo A. Avery before his removal to the Majestic building. Mr. Adams said that he was perfectly satisfied with the present offices, but considered he would be in a better position to do marine insurance work in the other location.

Except for some general repairing in a small way, Detroit is very quiet this spring in vessel lines. The Detroit Dry Dock Co. positively refuses to talk about the proposed Toledo car ferries, and the appearance of the whole matter would indicate that nothing definite had yet been really accomplished. The extreme secrecy of the promotion, which leaked out accidentally, would indicate that the measure was considerable of a venture, and though it might pay, it is rather remarkable that so many able business men overlooked the matter for so long. Mr. E. H. Morton, who is fathering the scheme in Detroit for the original promoter. Mr. Jacobson, of Chicago, is not a vessel man at all, but is in the truck and storage business. Detroit vesselmen are not unanimous in believing that the proposed route will pay.

On Monday morning the steamer State of Michigan left for Cleveland, and when three miles below Amherstburg became fast in the ice, which was heavy, and was compelled to return to Amherstburg. Her crew have been discharged with the exception of Capt. Steward and engineer, and the steamer will remain at Amherstburg until a favorable opening comes. The venture was a hardy one, though many vesselmen believed she would fail in getting through. Lake Erie between Bar Point and the Dummy lighthouse is particularly bad to get through, the experience of the two ferry steamers Promise and Fortune, a year ago proving that, when after the disabled Shenango No. 2. There is no doubt that a properly built and equipped steamer of sufficient power could maintain a winter route to Cleveland in most winters. The only question would be whether it would pay. Mr. Grummond's steamer used to run across Lake Michigan during cold weather, and may be fit for any ordinary work, but crossing Lake Erie in February is extraordinary work.

## BUFFALO.

Special Correspondence to The Marine Record.

Capt. Soper will serve another year as harbormaster at this port. He worked hard for his retention and was successful against a number of other candidates.

The names of the two new steamers to be built for the Union Line at the yards of the Union Dry Dock Co., are to be Starucca and Tuxedo, the former being named after the old boat of the line which was lost off Whitefish Point, Lake Superior, some years ago.

There has been some slight trouble here this week with the boiler makers, who, by the way, require less hours work and increased payments; that is to say, from \$2.25 per day of ten hours to \$2.47½ per day for nine hours' work. While some boilershops have been more or less affected, those engaged on marine work express no seriousness on the outlook or movement and all work on hand will no doubt be carried through promptly as the strike or dissatisfaction is not general.

The Western Transit Co. will have a Lake Superior Line this season, all rumors to the contrary notwithstanding. It has been frequently reported of late that the Western Transit Co. would not continue its Lake Superior line the coming season. This is officially denied by the management. The Lake Superior business of the Western Transit Co. engaged seven boats last summer and occasionally employed one from the Lake Michigan fleet. This season the company will improve its service and will be in a position to handle a large business.

The completion of the breakwater extension to Stony Point, a distance of three miles, will involve the deepest

dredging of the kind ever done on the lakes. In some places the dredgers will have to go through 50 feet of mud, to a depth of 75 feet below the surface of the water, in order to strike rock bottom. A special dredge is to be built. It will be a "clam-shell." On the end of a heavy spar will be valves, opening outwardly and curved like a clam-shell, so that when closed they are perfectly tight. Their own weight will sink them into the soft mud, and they will bring up about ten cubic yards every raise. This dredge the contractors expect to have ready for use by the 1st of July.

## CHICAGO.

Special Correspondence to The Marine Record.

There is no change in grain freights and not much demand for boats.

One of Fitzsimmon's & Connell's dredges was in dry dock for repairs and calking.

Two canal boats were in the floating dry dock for a general overhauling and calking.

The steamer Waldo will discharge her coal cargo at Peabody's coal dock after the City of Berlin is unloaded.

The tug T. T. Morford towed the steamer Italia from Milwaukee to South Chicago last week. The Robert Mills was towed to the Alton elevator, the Samuel Mitchell to Armour's A & B elevators, the City of London to the Minnesota elevator to load grain, the City of Berlin to Peabody's coal dock to discharge her cargo of coal.

The stockholders of Barry Brothers' new tug line at Duluth will meet very shortly in that city to complete the organization and elect their officers for the ensuing year. An article recently appeared in one of the Duluth newspapers to the effect that there was a possibility that the Barry Brothers would not enter that field. That was erroneous and without any foundation whatever. The Barry Brothers will be there to do business upon the opening of navigation.

Herman Dahlke has purchased the entire plant of the Illinois Sand and Gravel Co., comprising sandsucker, scows and elevating outfit, which with his tug Leslie will make the outfit complete. Capt. Dahlke will continue the sand yard at North avenue bridge and will probably open a new yard in the south branch of the river. With his general knowledge of the business and locality and his well known hustling capabilities he will without doubt make a success of his new venture.

## TOLEDO.

Special Correspondence to The Marine Record.

Vesselmen, merchants and manufacturers are of one opinion and they wish the city to have a fire tug built. The fact was referred to that a number of buildings have burned on Water and Summit streets that might have been saved by a fire tug. The fire in the elevator this week could have been easily reached, as a fire tug could have run right up to the wharf.

On Saturday night, the ice in the river began to move out. It had melted away until it was very thin and rotten. No damage was done at any point on the river. At Riverside Park there were a number of ice boats, but precaution had been taken to get them well up on the bank. Although the water had got well up around some of them, they were not damaged. Vesselmen are of the opinion that while there may be some severe weather between now and the middle of March, no heavier ice will form, although back in the sixties there was very cold weather in March, and ice formed to the thickness of 7 or 8 inches.

The ice has broken up all along the river from Perrysburg down to a little below the Lake Shore bridge. It is curled up from one side of the river to the other near the bridge. The ice on the river abreast of the city is full of holes, and nothing but a shell is left of it. Out in the river abreast of Quale's, on the east side of the river the ice has broken a little, but has not moved. Around the Cherry street bridge on the west side, the river is full of ice, and all the way down to the Wheeling bridge there are wide openings in it. The indications now are that by the end of the week the river will be clear of ice.

A short time ago about half a dozen members of the Shipmasters' Association walked into the residence of Capt. E. G. Ashley, who wondered why they did not pay much attention to him, but when they saw Mrs. Ashley they were all courtesy and smiles. Before the lady was aware, Capt. Homer Durand commenced speaking, and he did it well. At the close she was informed that the committee had brought her a costly rocking chair of mahogany. Mrs. Ashley was embarrassed for the moment, but soon recovered and made a very pretty acceptable speech. Afterward Mrs. Ashley served refreshments and cigars to the gentlemen who had brought her so elegant a gift.

## MILWAUKEE.

Special Correspondence to The Marine Record.

Vessel men are much exercised at an attempt in the Wisconsin legislature to increase the taxation on vessel property. They claim that Milwaukee has profited by the present system greatly, and that any change would drive tonnage away. The mover of the reform measure, however, showed that assessments were very uneven, and that they were not quite just.

The large new steel car-ferry boat, built at the yards of F. W. Wheeler & Co. and named the Pere Marquette, is

intended to run between Ludington and Manitowoc, Wis., thus establishing all winter connection with the railway lines on the west shore of Lake Michigan, and making the most direct and shortest line between New York and the East and St. Paul and the Northwest. She will make four trips in each twenty-four hours, two East and two West, the only delay being in the running aboard and ashore of the thirty cars which will ordinarily make up her cargo. She is in all respects the most modern and one of the best of car ferries, having the latest appliances for holding immovable the cars on the track, in the roughest weather. She is also a big powerful ice-crusher as she needs to be.

The estate of Conrad Starke is appraised at \$106,195 in an inventory filed by Hamilton Townsend and Fred M. Wilmanns, the official appraisers. The testator's vessel property is valued as follows: Three-sixteenth interest in the steamer Helena, \$15,000; one-fourth interest in the steamer Veronica, \$6,000; eleven-twelfth interest in the steamer E. A. Shores, Jr., \$18,000; one fourth interest in the barge Amboy, \$3,000. Mr. Starke's one-fourth interest in the firm of the Milwaukee tug boat line, the surviving parties being C. H. Starke and William H. Meyer, is appraised at \$11,375. One hundred shares in the Milwaukee Worsteds Cloth company are valued at \$6,000. Eighty shares in the Sheriff's Manufacturing company are appraised at \$8,000, and 160 shares in the Sheboygan Dredge and Dock company at \$15,000; also the one-third interest that the testator owned in Riebolt, Wolters & Co. shipyard at Sturgeon Bay, valued at \$5,000. The homestead in the Sixteenth ward is appraised at \$14,000.

## CLEVELAND.

Special Correspondence to The Marine Record.

Capt. Thos. Wilson has returned from his Mexican tour.

Capt. Alex. Clark and J. B. Hale from Buffalo and W. H. Singer, the Duluth tug owner, visited the port this week.

Capt. J. V. Tuttle, inspector for the Great Lakes Vessel register, has decided to make Cleveland his future home, after a residence of about thirty years in Milwaukee. Capt. Tuttle's family will leave the city about May 1.

Mr. W. J. Wood, consulting engineer with the firm of Goodrich & Co., Chicago, rejoined his troop, Company A, and paraded on Washington's Birthday. He will also accompany his troop to Washington to participate in the inauguration ceremonies.

Mr. Charles W. Whitney, 68 Broadway, New York, agent for Purves ribbed furnace flues and the Ellis and Eaves system of draft, was on a western tour last week and from Detroit stopped over at this port to call upon business friends. His stay here was only for a few hours, when he made connections for Buffalo en route to New York.

Mr. Robert Logan, consulting marine engineer, naval architect and surveyor, has removed from his office, 810 Western Reserve building to the large and commodious suite at 407 in the same building. The increased business connections formed by Mr. Logan and the work in contemplation has made the change to larger office room necessary.

The Cleveland Ship Building Co. took their usual precautionary steps when they had the new steel steamer Carnegie towed out to the breakwater and turned around so that during the period of finishing her the waves of induced magnetism would have a chance to become partly neutralized. The new ship, which was only launched on Saturday, was built with her head about south-west and she is now heading on the opposite point.

A reception was held this week at the residence of Mr. George Presley to celebrate his arrival at the age of three score and seventeen years. Mr. Presley came to Cleveland in 1843, and for fifty years thereafter was actively identified with marine interests. He has retained financial interests in shipping, but a few years ago retired from active business. If anyone wants to point a moral, it may be known that Mr. Presley has been a teetotaler all his life, never used tobacco either, and now at the age of seventy-three is as active, alert and fresh looking as many men at half his age.

Large contracts involving about \$30,000 has been let this week for dredging and dock building in the river. This amount divided between the firms of L. P. & J. A. Smith and the Cleveland Dredge Co., Will A. Collier, manager, has been approved by the city council and work begins at once. Nearly half a million dollars has been disbursed in the purchase of property to be used for river widening besides the extensive work to be entered upon by the government engineer in removing the old and building a new west pier to the westward of the present dilapidated structure, I was going to say, but it is only a pile of rubble, rock and rotten wood.

There is nothing heard just now relative to ore charters nor is there likely to be until the owners of Lake Superior mines either get together or go wider apart, and when they have found out what they intend doing there will no doubt be some figures to quote on next season's business. One owner suggested that he might contract for a few trips at 85 cents, and this for large tonnage, but he did not want to tie up to or make a season charter at that figure. As usual though, it is difficult to learn within a few days at this season of the year, what individual owners or managers are doing with their tonnage, and



it is quite possible that a considerable bulk of chartering has been already fixed.

Mr. Burrows, of Michigan, submitted to the Senate on Saturday last the following resolution; which was considered by unanimous consent, and agreed to: Resolved, That the Secretary of the Treasury be requested to organize a board of not less than three competent persons, whose duty it shall be to inquire into and determine how much the hull, machinery, and appurtenances of the United States revenue cutter *Walter Q. Gresham*, contracted for by the department in the year 1895, cost the contractors over and above the contract price, if anything, and report the same to the Senate. So many alterations and additions to the original specifications had been made at the request of the department, that the *Globe Iron Works Co.*, builders of the *Gresham*, found that the contract price had been exceeded and the foregoing is a step towards getting reimbursed for their extra outlay.

#### PORT HURON.

Special Correspondence to The Marine Record.

The steamer *City of Bangor* is discharging a cargo of grain at Botsford's elevator.

Capt. Chris Smith has returned from Chicago, having thoroughly rebuilt the steamer *L. R. Doty*, and leaving her loaded and ready for the opening of navigation.

Capt. and Mrs. George Tebo of Chicago are guests at the residence of Mr. Nelson Roberts. They have just returned from a visit to Washington and other eastern cities.

Sherman Mills, shipkeeper on the steamer *City of Bangor*, was severely hurt by being hit on the head with a block through a rope carrying away. He is on the improve and will soon be all right again.

Trial of the suit of Capt. Harvey McQueen, of Algonac, against the Flint & Pere Marquette Railway Co., for \$10,000 damages, has commenced in the Circuit Court. The plaintiff claims to have sustained serious injuries in a collision near the junction, three miles west of this city, while he was a passenger on one of the company's trains bound for Saginaw in the summer of 1894.

The annual meeting of the shareholders of the Northwest Transportation Co. was held in the company's office, Sarnia, last Wednesday. There was a full representation of the shareholders present. The annual report and statement of the company's business for the preceding year was read, after which took place the election of the board of directors for the following year. The following gentlemen were appointed as the board for 1897: Jas. H. Beatty, Wm. McCleary and Samuel Campbell, Thorold; Geo. A. Graham, Fort William; J. D. Beatty, Sarnia.

The Windsor city council has passed a by-law prohibiting the employing by any contractor on public works of any workman who has not resided in Windsor for six months continuously, previous to his employment. Any violation of this act is to be followed by a penalty of a fine of \$100. It is a measure retaliatory to the Corliss bill. Another method of retaliation in regard to the Corliss bill that will be suggested to the Dominion Parliament will be an order requiring the ferry company to register half of its boats in Canada and to employ on such boats only Canadian crews. At present nearly every man employed on the ferries is an American citizen.

Byron Buckeridge took a large party of young people out into the country Tuesday night for a sleigh ride. On the way back they passed the residence of E. J. Kendall at 3:30 o'clock in the morning. Several of the young men stopped at the Kendall residence and turned the horse and cow into the street. The party then commenced to cry "Fire!" In less than 30 seconds Mr. Kendall bounded out of the front door with only his night clothes on. As he stood in the early morning air, and not in much else, looking for the fire, he could just distinguish the crowd of young people driving into the city. Ed. says he will give \$10 if someone will tell him where the joke came in.

The continued hard times have compelled F. W. Wheeler & Co., the well-known West Bay City shipbuilders, to take steps for the funding of their floating debt by the issue of bonds. Mr. Wheeler has been building ships for lake use since 1882. He began in a small way, but has added to his plant until he has made of it one of the largest and best-equipped on the lakes. It is certain that he has the facilities for accepting any contract that may be offered him for many years to come. He has put afloat some of the best-built and largest carriers on the lakes to-day, and even now he has contracts on hand for several. The Union Trust Co., of Detroit, will be trustee of the issue of bonds.

#### FLOTSAM, JETSAM AND LAGAN.

New electric lights are to be put on the steamer *Blanchard*, of the *Clover Leaf Line*.

The first steamer to run on Grand River above Grand Rapids, Mich., was the *Paragon* in 1839.

Capt. Jere Coleman has been transferred from the steamer *Selwyn Eddy* to the *Penobscot* of the same fleet.

A new dry dock, 450 feet in length, will be commenced this spring by the American Steel Barge Co. at West Superior, Wis.

William Barrett, of Red River, Wis., has sold to Pascal De Grandgavage, of Little Red River, Wis., the schooner *Dollie M.* for \$450.

Capt. Thomas McCambridge is temporarily in command of the steamer *Wisconsin*, on Lake Michigan, Capt. Thomas Honner being off on a vacation.

The Lakeside Iron Works Company, at Muskegon, has been given the contract to repair the machinery of three government tugs now at Grand Haven.

It is reported from Mackinac that ice has begun moving at the straits. On Sunday some of it was driven out by a southwest gale and a number of fishermen's huts were carried out with it.

George McCullagh, grand president of the Lake Shipmasters' Association, has written Congressman Samuel Stephenson thanking him, in behalf of 853 shipmasters, for his action looking to the continuance of the present marine postal delivery at Detroit.

"When you stepped on that gentleman's foot, Tommie, I hope you apologized?" "Oh, yes, indeed I did," said Tommie, "and he gave me ten cents for being such a good boy." "Did he? And what did you do then?" "Stepped on the other and apologized again, but it didn't work."—Harper's Round Table.

That part of the shipping laws of the United States which authorizes the arrest of sailors who refuse to observe the terms of their contracts to serve on board vessels, has been declared by the supreme court to be constitutional, and within the jurisdiction of the state courts to enforce.

The Baldt Anchor Company of Chester, Pa., will send to any address, free of charge, a printed table of anchors and cables required for steam vessels according to the tonnage, also number of anchors required. The size of the anchors run from vessels of 100 tons with 165 fathoms of chain to steamships of 10,000 tons with 360 fathoms of cable.

The coal trade is only moderately satisfactory at the head of the lakes, continued mild weather throughout the Northwest reducing sales. The receipts of coal at the head of the lakes' docks for the year as near as they can be gotten at equalled 498,000 tons of hard and 1,280,000 tons of soft. The receipts in 1895 were: Hard, 488,000 tons; soft, 1,180,000 tons.

A stockholder in the shipyard of Wheeler & Co. says that about March 1 the yard will be running to its full capacity. He says that a number of new contracts are expected. He said further that it was a little early to talk about a second ferry for the Flint & Pere Marquette Railroad, but intimated that a contract for a car ferry might soon be closed, not mentioning the railroad that is to order it.

The freight handlers at the Flint & Pere Marquette docks at Ludington struck Monday night for a restoration of their pay to 20 cents per hour. Those opposed to working longer at the old rate of 15 cents compelled all others to join their ranks, and four steamers remained at the dock until a force of men brought from Saginaw by special train began the discharge of their cargoes under the protection of the sheriff and a force of deputies. The strikers number about 400.

The *Lucania* has arrived after her annual overhauling at New York, and for the first time since the death, at Anamosa, Ia., in January, of Mrs. Elijah Carson, who spent the most of her time at sea and had crossed the Atlantic 250 times in thirty years. Capt. McKay laughed at the story sent out that Mrs. Carson had left him \$50,000 by the terms of her will and proportionate sums to his officers. "She didn't leave me a farthing," said he, "or anyone else on the *Lucania*. She was with us most of the time, but we are not beneficiaries under her will." This spoils an otherwise good story, but Capt. McKay ought to know and his word is beyond cavil.

A rat was recently caught alive on board a British naval vessel in a trap and was thrown from the trap into the water without being killed. A large gull that was following in the wake of the ship to pick up scraps of food thrown overboard by the steward stopped several times endeavoring to pick the rat up. Once the bird got too close to the rat's jaws and the beast grabbed it by the neck. After a short fight, the rat succeeded in killing the bird. When the gull was dead the rat scrambled upon the bird's body, and, hoisting one wing as a sail and using the other as a rudder, succeeded in steering for the shore. Whether the rat reached shore or not is a question, since the ship soon got out of sight of the skipper and its raft.—Weekly Telegraph.

Patrick F. Cooney, late proprietor of the Crawford House, Windsor, Ont., died on Saturday, at the age of 74 years. Deceased was born in Ireland and went to Canada when a boy. His first service was in the English navy, which at that time had several warships in Canadian waters. He then began to serve on steamers in the capacity of steward. He sailed on the *Cataract*, between Ogdensburg and Lewiston; the *Mayflower*, between Detroit and Buffalo; the *Illinois*, City of Cleveland, Iron City, the *Montgomery* of the Pridgen line, and the *Jacob Bertschy* of the Detroit and Sault Ste. Marie line. Ten years ago he retired from the lakes and assumed the proprietorship of the Belchamber house at Sarnia, Ont., in company with a son. Four years ago he quite the Belchamber and took the Crawford House at Windsor. Death resulted from a stroke of paralysis.

#### A DOUBLE LAUNCH.

About the middle of next month the Union Iron Works, San Francisco, will launch on the same day two small gunboats to be named the *Wheeling* and *Marietta*. A delegation of citizens from Wheeling, W. Va., and the Ohio town will attend to witness the launch.

The two additions to the United States navy are what

are known as twin screw, light draught composite gunboats. Their cost is \$219,000 and \$223,000 respectively, and they are virtually sister ships. The boats, while perfectly seaworthy for ocean cruising, are peculiarly adapted for service on the inland waters of the United States and other countries, and by reason of their comparatively moderate draught may be expected to visit localities where war ships are not frequently met with. Both vessels are of the same dimensions. They are 174 feet long on the load water line, the beam extreme at load water line is 34 feet, and the draught normal is 12 feet. The vessels are of 1,000 tons displacement. The indicated horse power is 800 and the estimated speed 12 knots an hour. The coal supply bunker capacity is 250 tons. The crew complement is 144. The armament consists of six four-inch rapid fire guns, one forward and one aft on the main deck and two in each broadside of the gun deck. There are also four six-pounders and four one-pounders, all rapid fire.

#### IMPROVEMENTS AT CONNEAUT, O.

Large improvements are to be made on the Conneaut terminus of the Pittsburg, Bessemer & Lake Erie Railroad. The new equipment will reduce the cost of shipping ore to the Carnegie furnaces to a minimum and will permit the Carnegie Steel Co. to undersell the world in iron and steel. These improvements will be made simply to secure modern shipping facilities at Conneaut Harbor, and the total amount spent on that end of the road will reach almost \$400,000. This expenditure will make the new line one of the finest and most modern in the country.

A new coal hoisting apparatus will be erected at Conneaut harbor to cost \$40,000. By means of this immense hoist a coal car can be emptied every two minutes and this speed maintained for a day or week. The new lift will be built over the tracks on the docks and the car will be lifted up bodily, turned right side down and the coal emptied into a chute leading into the hold of a steamer. It can then be replaced quickly on the track and the operation repeated. The machinery is the most improved of its kind. It will be necessitated by the immense traffic the company expects to have. Already 1,000,000 tons of coal from the Pittsburg district alone are practically assured to the road for the year 1898. The largest Pittsburg shipper is expected to be the New York & Cleveland Gas Coal Co., of which Andrew Carnegie and Mrs. Thomas Carnegie are the principal owners. The coal of this company is now sent to the lakes by way of Cleveland. The Bessemer line will run directly through this property, and will have the additional advantage of using the Conneaut fleet of boats to the Grand Trunk line of Canada at Port Dover. As the capacity of the road increases this freight is expected to grow.

The finest machinery at the command of the company will also be placed on the Conneaut docks for the handling of ore. In addition to the 18 unloaders now in operation on the docks 12 new ore conveyors will be erected at a cost of \$40,000. The company has 12 large conveyors that carry the ore from the vessel's hold to the stock pile 300 feet distant. There are also six whirligigs for the transferring of ore directly to the cars for immediate shipment. The new conveyors will be of the most improved pattern, and will be used for the immediate shipment of the ore. They will load cars on five tracks and will be the speediest on the docks.

The company has arranged for a mammoth stock pile yard holding 1,000,000 tons of ore, but most of that received will be hauled directly to Pittsburg. Ample provision has been made for the storing of ore at the new Duquesne furnaces, where stock yards to hold 1,000,000 tons have been built. This is the annual consumption of the furnaces. Carnegie does not intend to pay even the Conneaut Dock Co. for dockage, and most of the iron ore received will be loaded at once. All this machinery will be operated by electricity.

The contracts for the new slip and docks have already been awarded. These will be built along the banks of Conneaut Creek and will extend 330 feet back from them. A freight yard will be built around them and seven miles of new track laid. Three miles of track are now in operation in the yard and the total mileage when completed will reach 10 miles. Work on dredging the slip is now going on and will be completed before the opening of navigation.

Col. John M. Wilson, Corps of Engineers, U. S. A., who has lately been appointed chief of army engineers, was for many years associated with river and harbor improvements on Lake Erie.



## CORRESPONDENCE.

## TO PREVENT STRANDING.

The principal causes of stranding are: 1, Running too close to the shore or some obstacle; 2, Not using the lead in time; 3, Failing to make sure of the ship's position before making land, or narrow passages; 4, Using an erroneous log; 5, Neglecting to ascertain compass errors; 6, The lack of buoys in deep water for verifying position.

All these neglects, failures and mistakes arise principally from a lack of knowledge of the principles governing safe navigation.

Almost all dangers to navigation, as spits, shoals, reefs, etc., are strewn along the shore on the submerged extensions of the land. These extensions are indicated by curves of equal depths furnished by the soundings on the charts. Any obstacle to navigation may thus be shown to be enclosed in a certain continuous curve along the coast, which may be the 5, 10, 15, 20, etc. fathom curve, or any other curve. From which follows: All dangers within the 5-fathom curve are avoided by keeping the vessel in more than 5 fathoms of water; all dangers within the 10-fathom curve are avoided by keeping the vessel in more than 10 fathoms of water; and so on. The continuous curve enclosing all dangers along a certain part of the coast, may be called the safety curve, which is to be at such a distance from the obstacle at the deepest part of the submerged extension, as to leave ample room (generally one to three miles) for swinging the vessel around if chancing to strike the safety curve at its nearest point to such obstacle.

Thus by means of the safety curve is found the depth up to which vessels may safely approach the shore, which depth acts as a bar by the lead, keeping vessels at a safe distance from all dangers; preventing stranding by the timely use of the lead.

Only in such locations where the bottom of the sea is nearly a level plane and safety curves cannot be constructed, the lead is of no use.

Being guarded by safety curves vessels enjoy great license in running courses, because errors in position are of little consequence. This license, however, ceases as soon as they are making land, or narrow passages, especially in thick weather. Out of the deep water marked by the safety curve vessels cannot approach in safety narrows, straits, channels, harbors, etc., unless their correct position is known. All landmarks being obscured, they are unable to verify position, as fog signals not approachable close to, at the safety curve, cannot be depended upon. Therefore, being compelled to stay at the safety curve to keep out of danger, failure to make sure of the ship's position is directly attributable to lack of buoys at the safety curve indicating the point of departure; which lack is the cause of stranding, if the vessel attempts making land.

With the exact point of departure known, the safety of a vessel as she proceeds depends entirely on her ability of making courses and distances exactly agreeing with the chart. Such close agreement is attainable by the use of the ground-log only. Without fail the ground-log indicates the direction in which a vessel is moving over the ground. The direction of the ground-log line referred to the compass by means of the angle which the line makes with the ship's keel, gives the course over the ground; and the knots running out during a certain time, give, after a little reduction, the distance made good. But this is not all. By the ground-log, errors in the course over the ground are easily detected and rectified, an advantage not attainable by the use of any other log.

By the floating or patent log, being influenced by currents, neither courses nor distances over the ground are found, a fact generally ignored, and therefore most frequently the cause of stranding.

As the directions indicated by the ground-log have to be referred to a correct compass or a compass the errors of which are known, these errors play a prominent part in stranding. Compass errors are produced by the iron in the build of a ship or by her cargo. They are different for different courses and sometimes very large if not corrected. Therefore, if these errors have not been ascertained, stranding is almost certain in thick weather.

From all of which follows, that to prevent stranding, it is necessary: 1, To construct safety curves in the chart; 2, To keep the vessel never in less water than the safety

curve indicates; 3, To have bell buoys placed at the safety curves for verifying position, (with two bells of different pitch); 4, To use the ground-log when making land or narrow passages; 5, To ascertain compass errors by swinging the vessel to all points, and comparing courses with well known magnetic bearings.

The neglect of any of these precautions may cause disaster. From which it appears, that the authorities, failing to supply the means for verifying position at the safety curve, are as much to blame for strandings as the sailor.

Chicago, Feb. 23, 1897.

JOHN MAURICE.

## LLOYDS.

Duluth, Minn., Feb. 23.

Editor Marine Record:

There is a slight argument between another shipping man and me as to the correct or general way of stating whether a risk is insured in Lloyd's or at Lloyd's. We have left the decision to you and would like a reply through the columns of The Record.

Yours truly,

JAMES C.

If the question applies to London Lloyd's, as we assume it does, the usual custom is to say, "At Lloyd's," as, for instance, "The cargo was insured mostly at Lloyd's"; or, "The ship was insured with foreign companies and at Lloyd's." The same applies to the classification society and would read, highest class at Lloyd's, etc. This we think answers the inquiry.—ED.

## WANT SWING BRIDGES.

Springfield, Ill., Feb. 23.

To the Editor, Marine Record:

There was a meeting of the House committee on Waterways and drainage, in the Senate chamber last week. The people of the Desplaines and Illinois River valleys want a law enacted by which swing bridges will be placed across the drainage canal, instead of permanent ones, now contemplated. The placing of swing bridges will make it a navigable body of water, which will greatly benefit the people of the valley.

Lyman J. Cooley, Frank Wenter and other noted men, interested and connected with drainage and sanitary matters, addressed the meeting.

CLARENCE G. ROOT.

## EASTERN FREIGHT REPORT.

According to the last freight report furnished The Record by Messrs. Funch, Edye & Co., New York, this week's business embraces a list of fixtures for grain in excess of that presented in our last report. We have no hesitation in saying, however, that these engagements represent a general evening up of contracts for both near and later months, as regards full cargo shipments, and, that since no new business worth mentioning is being carried through, there will be a marked decline in the demand for suitable tonnage in the near future. There is still some inquiry for large boats, suitable for prompt business, from the neighboring ports, but the pressing demand for this class of tonnage has equally toned down. For March some rechartering have been effected, and we find charterer's refusing present offers of tonnage. Our advices from the South, especially the Gulf ports, represent the season's business as practically terminated, and we infer from the increasing offer of tonnage for timber from the Gulf ports that owners are falling in with this conviction.

## CAPT. DODGE PASSES AWAY.

Capt. Alvan Dodge, local inspector of hulls for the Grand Haven district since 1883, died last week at the age of 66 years. Capt. Dodge was born in Massachusetts, and early in the fifties came to the lakes and began sailing. He was mate of the steamer Fintry when a boiler explosion destroyed her off Port Stanley, Ont. Subsequently he occupied similar positions on the sidewheel passenger steamers Atlantic, Ocean, Buckeye State and Western World. His first command was the steamer Mary Stewart, which plied between Detroit and Buffalo. In 1866 he fitted out and took command of the large tug New Era, which towed a fleet of barges between Grand Haven and Chicago. On retiring from the New Era he became master of the steamer Java of the Holt & Ensign fleet. Later he became part owner of and commanded the small steamer A. C. Van Raalte on Lake Michigan. He leaves a widow and three grown-up children. The remains of Capt. Dodge were taken to Detroit for burial.

## EXCLUSIVELY PASSENGER STEAMERS.

The exclusively passenger steamer for the Atlantic trade presents much the same features as the unsinkable ship topic, a nice thing to talk and write about, yet all the same impracticable. There are now on the lakes two 4,000-ton twin screw steel passenger steamers having a speed of twenty miles an hour and traversing a distance of a thousand miles each day, or about two thousand miles on the round trip. No cargo is handled in these boats, they run on schedule time and they represent more nearly, perhaps, than anything else afloat in the world the seaworthy exclusively passenger boats spoken of by our contemporaries as follows:

Whether the limit in the size and of the speed of the ocean steamer has been very nearly reached is not certain. Steamers may yet be built that will greatly exceed in these qualities any that are now afloat. We think, however, that this is not so very probable and that in the case of the transatlantic passenger steamer the size may be somewhat reduced in the future, and that their requirements will not be the same as at the present time.

We have several times suggested that a smaller steamer devoted exclusively to passengers might prove a profitable venture in the transatlantic service. This has been echoed recently by the London Shipping Gazette, which significantly remarks, "How long the prognostication to which we have referred will have to wait for fulfillment it is difficult to say, but, judging from the fact that practical inquiries are already in progress on the lines alluded to, it would certainly appear as if the Atlantic passenger trade was within an appreciable distance of being revolutionized."

There is a great deal to be said in favor of the passenger steamer pure and simple, not the least of which is the matter of the first cost. As a boat adapted to this service need not be nearly so large as the present combined cargo and passenger steamer, a considerable saving would be effected in this direction, even were its appointments more luxurious, if possible, than now witnessed in the best steamers in this service. As regards speed, it would be possible to build these vessels on finer lines and thus secure better results in this direction than is now possible with the smaller steamer. Besides the room that is now taken up by builders for the handling of cargo could be utilized for the convenience of the passenger, making altogether a very roomy and comfortable boat.

A steamer of this kind not having to consume any time in unloading and taking in cargo would be able to make trips frequently and could be kept going more continuously than those now in use. This last means of course a material increase in the earnings over those of the present ocean steamer. Furthermore, as it would require less power to drive the smaller boat, a considerable saving would result in this respect. Taken altogether, the argument in favor of an exclusively passenger boat for the transatlantic service, we believe to be excellent and worthy of earnest consideration. One of the conditions, however, of this new departure should be that the steamer is practically unsinkable. This could be attained with but little difficulty in a boat of this kind. With this accomplished, the ocean passenger steamer would reach as near perfection as it is possible to make it and it is very probable that it would prove very profitable for the steamer line making this venture.—N. Y. Maritime Register.

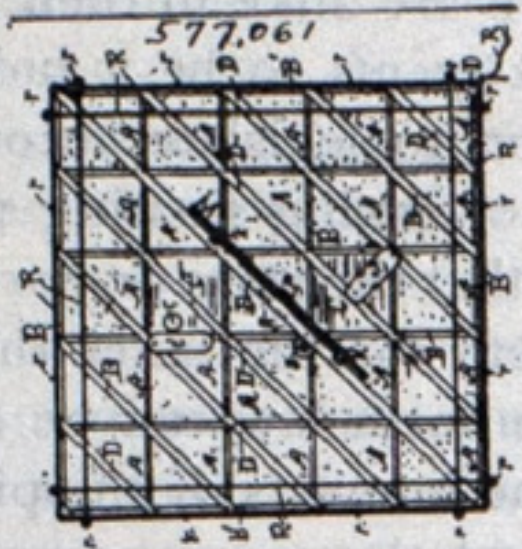
In these days of close competition when it is necessary to figure each item of cost to the lowest possible notch, there would be one result which would follow the introduction of purely passenger steamers which would be objected to by the shippers, that is, an increase in insurance rates on merchandise. As cargo shippers by regular liners receive the benefit of the improved facilities and trained crews provided because of the passenger service, insurance rates by such steamers are very low, but with the introduction of purely passenger steamers, all cargo traffic would be by what are known as tramp steamers, on which insurance rates are somewhat higher. It is not likely that any reduction in freight rates would be made to offset this additional expense.—The Pacific Coast Marine Record, San Francisco.

Our San Francisco contemporary views the subject chiefly from an underwriter's standpoint, but the remarks relative to close competition and the necessity of figuring each item of cost is good, clean-cut common sense, and as for the Maritime Register and its unsinkable ship idea, as well might we advocate the economy of utilizing the water from the hot springs of Colorado to mix sailors' grog with or the lava from Vesuvius to fry pancakes as to talk about unsinkable ships.



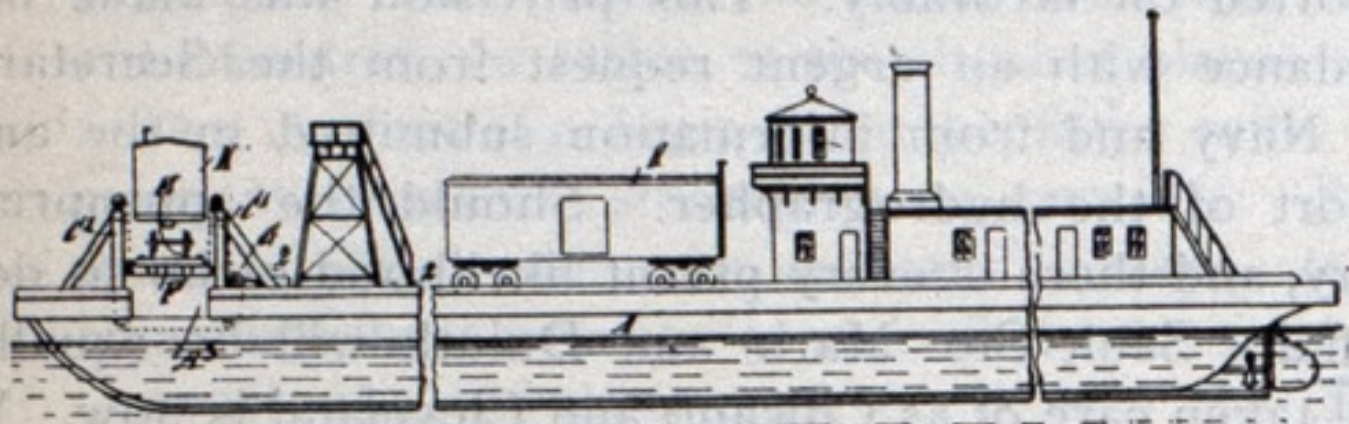
## RECENT MARINE PATENTS.

577,061. Life-Raft. Winfield S. Palmer, Glenburn, Pa.  
Claim. A life-raft comprising in combination a series of interlocking partitions B, the blocks A made up of a series of layers of cork and held in the spaces between the

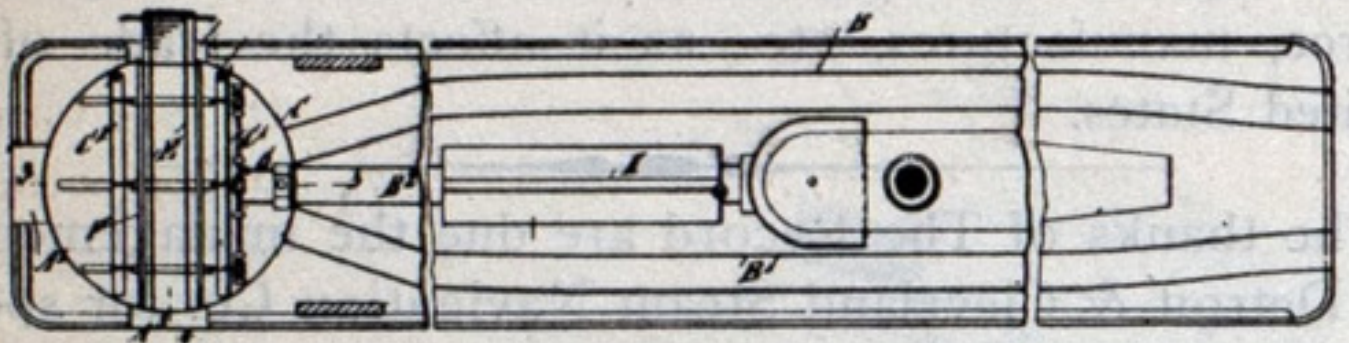


intersecting partitions B, the cans C, the strips D diagonally disposed over the tops of the said blocks and cans, and the ropes R secured about the keepers r.

576,941. Transfer-Boat. Walter G. Berg, New York, N. Y.  
Claim. The combination of a turn-table, a platform held to turn therewith and vertically movable in relation there-

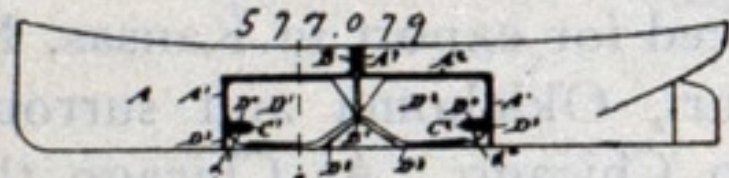


to, and an apron hinged to said platform at the periphery thereof. The combination of a turn-table, and a platform held to turn therewith and capable of independent vertical movement without changing its original angular position relatively to a horizontal plane; a platform carried by said



supports so as to turn with the turn-table, the said platform being also bodily movable in a vertical direction relatively to said support, and a hoisting device connected to the platform.

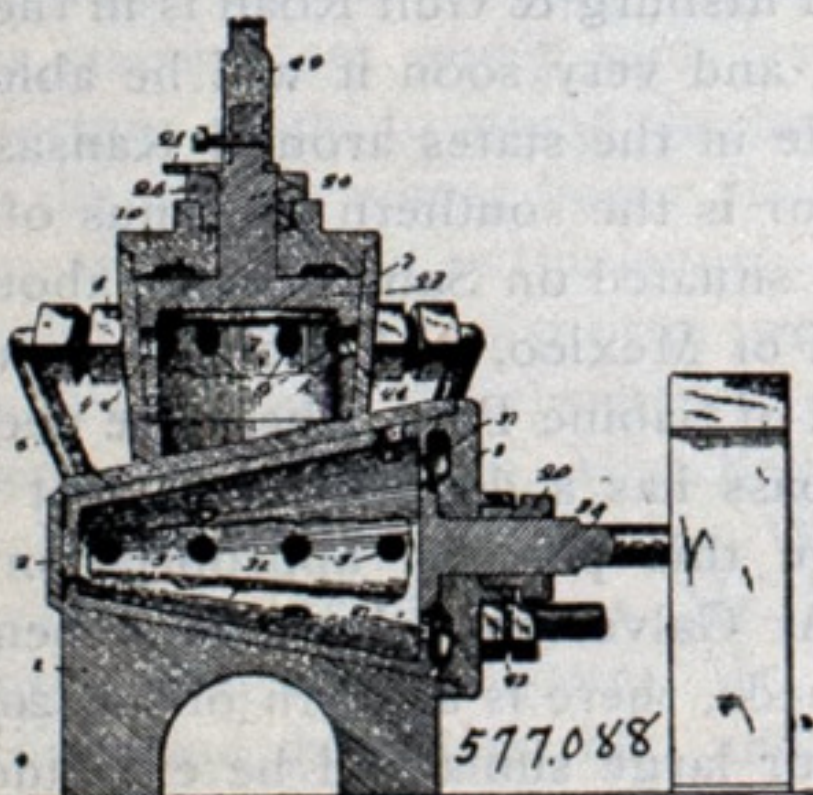
577,079. Centerboard Vessel. Samuel E. Smith, Babylon.  
In a sailing vessel a centerboard comprising a pair of oppositely-arranged and pivotally-connected sections D' D" each of corresponding pentagonal form and having at their meeting edges oppositely-disposed inclined faces and formed each with slots d' d", so positioned and pitched



as to form a sliding pivotal connection obliquely to the line of descent of the respective sections, and that are adapted to engage with pins C'C" arranged and extending transversely through the inclosing well, the whole arranged and designed to effect the greatest amount of useful surface area in the drop, than can be inclosed in a well of a given size.

577,088. Marine Signaling Apparatus. James H. Walker, Hartlepool, England.

A signaling apparatus, the combination with a suitable base, of a cone shaped chamber having in its base an



inlet-opening and in its side a series of outlet-openings, a hollow plug fitting said chamber, having a series of openings in its side and other openings in one end, and provided with a stem for revolving said plug upon the application of suitable power thereto, a hollow circular chamber on one side of the cone-shaped chamber, having a series of ports in its side, pipes communicating between said ports and the openings in the side of the cone-shaped chamber, a hollow open plug fitting said circular chamber,

having ports or openings in its side registering with the openings in the said chamber as said plug is revolved, and provided with a stem for revolving the plug, a vertical shaft connected with said stem, a wheel for turning said shaft a plate mounted on said shaft on which are indicated the points of the compass, a pipe communicating with an opening in the lower part of the circular chamber and with the bottom of a cup-shaped auxiliary chamber 13, said chamber having an opening in its side, an open hollow plug fitting said chamber and having ports registering with said opening successively, and provided with a stem by means of which it may be revolved, means for automatically turning said stem consisting of a catch and a outlet pipe from said chamber 13 and a device for pro-trigger, an index-finger on the end of said stem, a steam-drawing sounds by the action of steam or air under pressure.

## STEAMBOAT INSPECTION SERVICE.

During the year 1896 there were inspected in the eighth district, 1,158 steam vessels, as against 1,199 in 1895; 61 were built, a decrease of 22 from the new ones the year before, and 9 steamers or 4 less than in 1895, went out of service. The table showing the details of the steam vessels inspected and built, giving the gross tonnage, is as follows:

Local district.	No. Insp.	G. Ton.	No. built.	G. Ton.
Detroit .....	170	75,525 02	10	13,053 49
Chicago .....	232	148,311 22	7	7,342 68
Marquette .....	113	9,849 37	3	17 18
Grand Haven .....	195	28,653 67	11	488 87
Milwaukee .....	242	89,974 10	15	1,468 03
Port Huron .....	206	63,734 09	15	18,390 96
	1,158	411,046 47	61	40,762 21

The total number of officers licensed was 5,477, or 75 more than in 1895.

In the matter of carrying passengers on steamers Detroit leads all the other local districts, having carried much more than twice the number of the other five districts, combined. The figures are: Detroit, 4,987,990; Chicago, 539,881; Grand Haven, 558,013; Marquette, 181,280; Milwaukee, 292,705; Port Huron, 495,680; total, 7,055,549.

The entire property loss sustained by steam vessels in the eighth district during the year 1896 was \$306,382, from the following causes: Explosions, \$770; fire, \$233,650; collision, \$77,665; wreck or founder, \$84,967.

## WELL MERITED HONORS.

The current issue of the Army and Navy Journal, Washington, D. C., has the following kind words to say relative to the promotion of the government engineer at Cleveland:

Col. Jared A. Smith, Corps of Engineers, whose promotion to that grade has resulted from the appointment of Col. John M. Wilson as Chief of Engineers, has been the recipient of many hearty congratulations from his numerous friends throughout the country. A correspondent at Cleveland, O., writes of the pleasure it has given to all who know him in that city to learn of the promotion, and says: "All here are pleased at the rise to the highest grade in the corps next to the head and the consequent enlargement of his scope of usefulness to the country at large. Col. Smith is a past master in his profession, and possessed of remarkable energy and perseverance to bring upon any questions which pertain to his profession as an engineer and an officer of the Army. When his wonderful capacity for dealing with details, his tenacious memory, and thoroughly trained business mind are considered, his great success in the many important public works entrusted to his care is readily accounted for. In private life he is a kindly gentleman, courteous and kind to all with whom he comes in contact, socially or officially. It is extremely gratifying to this community especially, as it must be to the Army and the country, that the casualties of the service have occasioned the promotion of this distinguished officer."

## OBITUARY.

(Capt. Parsons.)

The funeral of Capt. Burt Parsons was held at Vermillion last Saturday, and it was one of the largest ever held there. Capt. Parsons was a very popular citizen. The funeral was held in the Methodist Church, the Rev. J. F. Lewis conducting the service. The floral offerings were numerous and beautiful, the casket being almost hidden by these tributes of friends. The pall bearers were Capt. F. A. Bailey, G. B. McConley, George Ridsen and George T. Wahl. Capt. Parsons was 41 years of age and leaves a wife and six children. He died of pneumonia, being ill only a few days.

## BIOGRAPHICAL SKETCH.

(Capt. James O'Neal.)

Capt. James O'Neal was born on the banks of the Ohio River at Steubenville, Ohio. He was the youngest of seven brothers, who were all mechanical engineers, his father was a boat-builder, designed and built steamboats in the early days of steamboating; the family originally came from Loudon County, Virginia, and settled in Steubenville in the year 1818. At fourteen years of age he was sent to be educated under the tuition of the renowned educator of those days the Rev. Alexander Campbell at Bethany College, Va. After receiving his education, he remained with his father in the boat building business for several years, his older brothers being connected with and owners of steamboats, he soon took a part with them, first as clerk, finally as pilot and master, and commanded some of the largest and finest passenger packets of the Pittsburg and Cincinnati Packet Company, on the Ohio River.

In the year 1855 he went south and commenced steamboating on the Missouri River, first with the Lightning line of packet boats that formed the western connection of the Missouri Pacific Railroad, from Jefferson City; that being the terminus of the railroad, they running a steamboat connection to Kansas City, Leavenworth, and as far as Weston, on the Missouri. After the extension of the Missouri Pacific lines westward, the steamboat connections being abandoned, he commenced steamboating from St. Louis, owning and commanding several of the best steamers on the Missouri River, in the days before the railroads monopolized the river business. With the advent of railroads and the obstruction of bridges to navigation, the steamboats finally were compelled to abandon the Missouri River, and had to seek other trades. He, together with several other Missouri River steamboat men, formed a line of packets from St. Louis to Memphis, and were the pioneers of the first Memphis and St. Louis Packet Company.

During the war the blockade of the Mississippi River stopped all regular business. Being one of the very few steamboatmen who were Union men he was chosen to take charge of transports in the movements of the army under General Grant, and continued in the service from the first movement up the Tennessee River, then down the Mississippi River, on all the tributaries, until the fall of Vicksburg, which was the final opening of the river to commerce. After four years of government service, he owned and commanded several steamers on the lower Mississippi River, the "Continental, Edward Walsh, Lizzie Gill."

After the forming of the great Atlantic and Mississippi Steamship Co., he sold out to them and accepted the management of the Carondelet Marine Dock Company, at St. Louis, remaining for five years ashore, then joined in forming the first St. Louis and New Orleans Anchor Line, between St. Louis and New Orleans; was general manager and superintendent of this line for over four years. During this time he designed and built three of the best and finest steamers of the line, City of Baton Rouge, City of New Orleans and City of St. Louis.

After the consolidation of the Vicksburg and New Orleans lines, he sold out and retired until 1890. Afterwards he was in the employ as master in the Anchor Line, and in the employ of the St. Louis and Mississippi Transportation Company, up until he was, in April, 1894, appointed to the office of United States Supervising Inspector of Steam Vessels for the Fourth District, at St. Louis, Mo., which position he has filled for over two years.

Capt. O'Neal has been connected with the commercial interests of the Mississippi River for the past forty years. He is well known as one of the best practical masters and pilots on the Western and Southern rivers, a man of extensive business qualifications, and has the respect of all the steamboatmen on the Western and Southern rivers.

He is a citizen of the great State of Illinois, and has his home in St. Clair County, opposite St. Louis, in the beautiful little city of Lebanon.

## CAPT. MARSHALL UPHELD.

On Tuesday the Senate committee on commerce agreed to report as an amendment to the sundry civil bill a proposition construing the portion of the river and harbor act of 1896, which relates to the Chicago River. The amendment declares it to be the true intent and purpose of this act "that all of the work in the improvement of said river, which was recommended or suggested to be done by Capt. W. L. Marshall, Corps of Engineers, U. S. A., in 1893, shall be done, provided the total cost of such work shall not exceed the sum of \$700,000."





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CLEVELAND, O., FEBRUARY 25, 1897.

Let us trust that the incoming administration will countenance well advised measures for the rehabilitation of the American Mercantile Marine. We do not wish to see any legislation enacted one year that will require repealing the following. Moreover, anything done in a hurry is seldom done well, hence, the well advised part of it. There is, however, a preliminary code to be gone through and the earlier steps are taken in that direction the sooner may thoroughly lasting and beneficial legislation be brought before Congress and the country for their approval.

The marine friends of Jared A. Smith, Corps of Engineers, U. S. A., will be pleased to learn of his being called up this week by the war department, from the ranks of Lieut. Col. to that of Colonel, Corps of Engineers, U. S. A. There are but few officers (if any) in the service, who is held in the esteem of the marine community in a greater degree than is Col. Smith and we but voice the sentiment of those interested in river and harbor improvements within his present district in congratulating the worthy colonel on his well-deserved succession to the higher military rank, its title and emoluments.

Now that all officers licensed by the steamboat inspection service officials are granted a five-year term instead of one as formerly, we would like to impress upon the minds of the heads of departments the absolute necessity of increasing the examination work and insist upon all future candidates for licenses undergoing a passable if not a more rigid examination, than has been the custom in the past. Masters, pilots and engineers ought from this time forward be required to show superior qualifications and in this connection we would once more suggest that a new code of questions be issued to each examining district so that all may be uniform. Furthermore, that some new problems and extra work to test handwriting, spelling, etc., be introduced each year. Also, that all examination papers be forwarded to the supervising inspector of the district for his signature before issuing a license. This would not affect in any way the right of appeal that an unsuccessful candidate now has and it would permit the supervising inspector to judge of the relative merits of the examination conducted by the various local inspectors within his jurisdiction. The charge has often been made that no two local offices examine alike and that failing to procure a license at one office not unfrequently means success at another. Now let all this style of doing business be wiped out in the future.

## SOUTHERN EXPORT TRADE.

Those interested in the grain carrying trade on the lakes are about to discover a condition which has been developing for several years. For the past five years a portion of the grain traffic, which formerly went by way of Chicago and the great lakes exclusively, has been dropping down the Mississippi to New Orleans. Since the deep harbor has been completed at Galveston a good deal of grain is also moving that way. It began with the produce of Texas and Kansas, and the gulf trade has been gradually encroaching upon the territory northward until lake commerce begins to feel the drain.

There are several reasons for the growth of this traffic. The grains and produce of the southwest naturally find their way to the nearest available port because of the shorter railway haul. The great river system which reaches north, east and west, offers cheap transportation to tide-water, and this is available through many hundreds of miles. Grain transportation by way of the great lakes necessitates a handling at Duluth or Chicago, again at Buffalo and a third time at New York. These handlings are usually accompanied by some delays, and delays are costly to the shipper and carrier, also possibly to the consignee. It would appear that the Southern competition is serious and likely to hold its own until the deep waterway from the lakes to the coast is an accomplished fact. The recommendation of the deep waterway commission that Congress appropriate \$250,000 for a survey to determine the most feasible route bears the promise of better days for lake commerce.

At the last meeting of the Lincoln Club, Chicago, the subject of lake levels occupied the attention of the members, among whom are some of the representative citizens concerned in marine affairs. It was stated that the Lake Michigan level had receded at least eighteen inches during the past decade, and it was feared that a further shoaling would take place unless immediate steps were taken to minimize the loss in some way. A committee was thereupon appointed to interest other cities in the matter with a view, we presume, to advocate the damming project or process at Niagara and thus prevent so great a waste in the outflow through Niagara River. The question of maintaining the lake levels coming up as it does at this time would naturally lead one to ask, what will the conditions be when the Chicago drainage canal is opened? Perhaps the Lincoln Club is looking a little ahead and would like to see preventive measures taken by general accord before the second sluice gate or another Niagara outlet, situated at the head of Lake Michigan, begins to make its power felt in the lowering of lake levels. If such is the case, it again proves the forehandness of the citizens of Chicago and they should be heartily endorsed in their endeavors to prevent an evil. The Canadians have long talked of a canal from Georgian Bay to Lake Ontario and they of course have equal rights to construct such a waterway, as Americans had to carry out the enterprise of running lake water to the Mississippi; moreover, the Dominion government has not uttered a syllable relative or derogatory to the Chicago drainage canal, although their interests stand to be more or less affected if the outflow at that point will tend to lower lake levels generally. The gist of the entire question seems to center on experiments being made relative to the effect of decreasing the outflow at Niagara, after that, and if it proves successful, similar measures can be taken later at other upoints so as to back up and maintain reasonable and proper depths at all points and especially at the connecting links of the lake chain. It would appear that such measures will need to be taken sooner or later, in fact in the near future.

Several days ago, the Ann Arbor car ferry winter service found between Sturgeon Bay and Menominee heavy windrows of ice, and it was impossible for the powerful ice breaker to crush her way through. The ingenious device of exploding dynamite bombs or cartridges beneath the ice was resorted to and an opening was secured by which the steamer easily threaded her way through the heavy windrows and reached port. This is an excellent way to get out of a frozen difficulty on the lakes, but we can't help imagining what may become of the finny tribe if dynamite or other explosives are to be used on the lakes whenever ice is met with. Fish are supposed to forsake a regular steamboat route and look for more peaceable waters, but they will be too stunned even to seek that

alternative if they are to be frequently charged at with dynamite cartridges. However, we can stop at nothing in the advancement of commercial progression, or at least not at such trifles as fish life.

In the eight states bordering on the great lakes the legislation of no two are alike in their code of taxation of vessel property. It seems to be a judicial fact that each state is in a position to legislate according to its discretion in the matter of taxing floating property, but, aside from the argument that the state or port a vessel hails from renders no equivalent for the taxes thus paid, it is to be deplored that no uniform law can be framed for the several lake states in the interests of shipping. The more that shipping is facilitated the more prosperous the port and perhaps abolishing all taxes and exacting port charges would accrue to the eventual benefit of the state adopting such a measure.

An amendment to the sundry civil bill providing for three branch hydrographic offices on the lakes has been reported on favorably. This provision was made in accordance with an urgent request from the Secretary of the Navy and from information submitted in the annual report of the hydrographer. Should the appropriation carry, and there is every present likelihood of its so doing, Buffalo, Sault Ste. Marie and Duluth will be equally as well taken care of as Chicago and Cleveland is now. With one more branch at a port on Lake Ontario, say Oswego, the hydrography of the lakes would soon become known.

The thanks of the Marine Record are due the Department of State for a copy of the February issue of "Consular Reports" showing the present status of foreign commerce, manufactures, etc., as it affects the trade of the United States.

The thanks of The Record are due the management of the Detroit & Cleveland Steam Navigation Co. for special favors rendered this week.

## SEEKING A SOUTHERN OUTLET.

R. D. Swain, of Kansas City, a former well-known vessel owner and sailmaker of Cleveland, and who is now a railway contractor, engaged in completing a portion of the Kansas City, Pittsburg & Gulf Railroad, which is built with Kansas City and Port Arthur (Tex.) as terminals, says that the lake shipping interests have been greatly affected already, and will be affected to a still greater extent by the railroads passing through the western grain belt. "Several years ago," said Mr. Swain, "all the wheat and corn produced for export in Kansas, Nebraska, Iowa, Illinois, Missouri, Oklahoma and surrounding districts were shipped to Chicago. At Chicago the product was put aboard lake vessels and again transferred to railroads or canals at lower lake points. Arriving at New York it was transferred to the ocean steamers and transported to the Liverpool market.

"This method of lake transportation is very expensive and eats so far into the profits that the price of the product is necessarily advanced. But the shippers of the West have changed their tactics and instead of paying railroad freightage to New York they are using the several railroads to the gulf ports, where ocean vessels are loaded direct and go straight to the Liverpool market. The Kansas City, Pittsburg & Gulf Road is in the heart of shipping districts, and very soon it will be able to handle all the grain trade in the states around Kansas.

"Port Arthur is the southern terminus of this road. It is a new town situated on Sabine Lake, about twelve miles from the Gulf of Mexico, and about five and a half miles from the head of Sabine Pass, where the deep water leaves off. Sabine pass has a depth of 24.1 feet at a low tide, and to dredge this pass an appropriation of \$1,750,000 was made. At Galveston, where an expenditure of \$6,000,000 was made, there is a depth of but 20 feet of water. At Port Arthur large sums will be expended in building docks, warehouses, mills, elevators and to make a channel 26 feet deep from Sabine Pass to Port Arthur. The dredging will soon begin."

Senator Pettigrew's amendment to the naval appropriation bill providing for the establishment of branch hydrographic offices at Duluth, Sault Ste. Marie and Buffalo, was favorably reported from the Naval Affairs Committee of the Senate at Washington.



### LAUNCH OF THE STEEL STEAMER ANDREW CARNEGIE.

There was successfully launched from the yards of the Cleveland Ship Building Company, on Saturday last, the large steel cargo steamer Andrew Carnegie, built to the order of the Wilson Transit Company, Cleveland.

The general dimensions of the new steamer are 420 feet over all, 400 feet keel, 48 feet beam and 28 feet molded depth. She has been constructed on what is now generally known on the lakes as the channel bar system, material of open hearth steel plates and shapes throughout, all duly tested. The water bottom is 5 feet deep and is computed to hold 2,000 tons of waterballast when required. The work of constructing the hull only occupied 75 working days. Engines are of the triple expansion type, diameter of cylinders 23, 38 and 63 inches, with a stroke of 40 inches, propeller wheel 13 feet in diameter with 17 feet pitch. Boilers, 3 Scotch type, each 12 feet in diameter by 12 feet long, allowed a working pressure of 175 pounds steam.

It is expected that the Carnegie will easily make 12 miles an hour loaded and will carry 4,000 tons on a mean draft of 14 feet 6 inches and about 6,000 tons on the present lake draft, or rather at the shoalest places, say 17 feet.

The Andrew Carnegie is to be fitted with three pole spars, Williamson's steam steering gear, the "Providence" steam windlass and steam capstans forward, aft and amidships and deck winches as manufactured by her builders.

At the time of the launch (11 a. m.) the weather was stormy and it was raining heavy. This did not deter sev-

charging, with every modern appliance for handling ship and cargo, in charge of Capt. B. H. Jones, and Chief Engineer Fred Harmon, there can be little doubt but that the latest addition to the Wilson Transit Line will prove the most prosperous and successful vessel of the fleet.

### TERMINAL FACILITIES ASKED FOR.

A meeting of canal boatmen was held in New York to institute a movement in favor of free piers for canal traffic. Capt. M. Du Puy, who presided over the meeting, offered the following resolutions, which were adopted:

Resolved, That we view with great alarm that while the exports of wheat and corn in 1896 were 83,000,000 bushels greater than they were in 1895, the exports of the same cereals from the port of New York decreased two and a half million bushels, the increase having been shipped principally from Boston, Philadelphia, Baltimore and Southern seaports, and

Whereas, The rate of warfare in the port of New York was brazenly doubled up under Boss Tweed's ruinous reign of 1872, therefore

Resolved, That we believe the wholesale diversion of New York's grain trade is largely due to levying double toll to vessels while the wharves are free at railroad terminals at all of our competing seaports, and

Resolved, That it is a gross injustice for the city of New York to bleed commerce to the extent of \$3,000,000 annually, while the state maintains free canals at a yearly cost of \$1,000,000; therefore

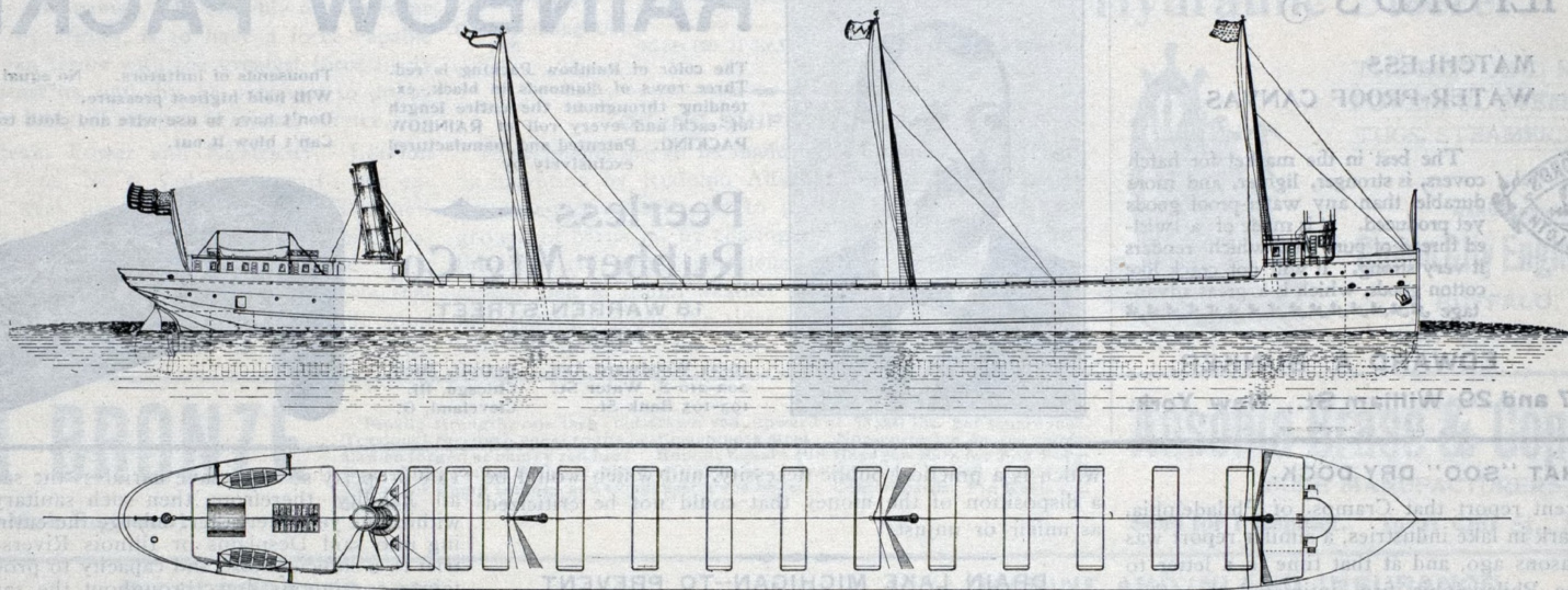
Keep, of Buffalo, secretary, of the Lake Carriers' Association, discussed the entire matter with Representative Burton, and were before the Senate Committee on Appropriations to ask for the lights mentioned before and \$25,000 for the purpose of purchasing gas lighted buoys. Senator Wilson took great interest in the matter and has promised to help get the items in the sundry civil bill. The two official representatives of the Lake Carriers' Association will devote their efforts to members of the committee for several days, in the hopes of getting the aids to navigation established, or rather an appropriation made therefor at this session of Congress.

### MARKING VESSEL NAMES.

Amendments passed and signed by the President are as follows:

"Be it enacted, etc., that the act entitled 'an act to amend section 4178, revised statutes, in relation to the marking of vessels' names at bow and stern and also to provide for marking the draught,' approved February 21, 1891, is hereby amended as follows: That section 4178 of the revised statutes be and the same is hereby amended to read entire as follows:

"Sec 4178.—The names of every documented vessel of the United States shall be marked upon each bow and upon the stern, and the home port shall also be marked upon the stern. These names shall be painted or gilded, consist of cut or carved or painted Roman letters in light color on a dark ground, secured in place and to be dis-



STEEL STEAMER "ANDREW CARNEGIE."

Length over all, 420 feet; beam, 48 feet; depth, 28 feet. Engines, triple expansion; diameter of cylinders, 23, 38 and 63 by 40 inches stroke. Boilers, three Scotch type, 12 by 12 feet, for 175 lbs. steam. Built by the Cleveland Ship Building Company, and launched February 20.

eral hundred people from being present, and at the appointed time, the owner's daughter, Miss Mabel Wilson, standing on a raised platform, received the signal from Superintendent Bristow, and with the utmost grace and composure, smashed a bottle of "the finest" on the stem of the leviathan, the instant she started on the ways, christening the new ship "Andrew Carnegie." There never was a more successful launch or christening. Everything was ship-shape, and in Bristol fashion, regular and in order, thus starting out under such favorable auspices, the best of fortune ought to attend the career of the Carnegie, as it has the man in whose honor she has been named.

Among those present at the launch, at least those standing on the christening platform, were, Capt. and Mrs. Thomas Wilson, and the christener, of course, Miss Mabel, mistress of ceremonies, Miss Belle Morris, Miss Lizzie Morris, Miss Edith Bierce, Mr. Warner Marshall, Mr. John Evans, Mr. Frank Sterns, Mr. Edwin S. Mills, Mr. J. E. Upson, Mr. L. M. Bowers, Mr. D. Z. Norton, Rev. J. D. Jones and daughters, Mr. and Mrs. Charles Paul, Col. J. J. Sullivan, Capt. A. B. Wolvin of Duluth, Mr. George Quayle, Mr. J. E. Upson, Capt. Edward Morton, commodore of the Wilson fleet; Capt. B. H. Jones, Capt. George Mallory, Mr. and Mrs. R. McLaughlan, Mr. H. D. Goulder, Mr. Robert Ireland, Mr. James McBrier of Erie, Dr. Newman Noble, Mr. Robert Wallace, Mr. J. C. Wallace, Mr. Robert Logan, Mr. D. Fraser, Capt. Henry Stone, and other well known persons.

Having twelve large hatchways for loading and dis-

Resolved, That we humbly implore the New York City Dock Commissioners to either make one-tenth of the city's docks and piers free to canal commerce or reduce wharfage rates on all vessels to a mere nominal sum.

Resolved, That the Erie Canal if freed from unmerciful terminal exactions is capable of floating the products of the entire Northwest to the port of New York.

### AIDS TO NAVIGATION.

Congressman Burton appeared this week before the Senate Committee on Appropriations to urge that provision be made in the sundry civil bill for additional aids to navigation on the great lakes. He pointed out to the committee the necessity of the aids asked for, and strongly urged that an appropriation of \$1,500 be made for a light at Ballard's Reef in the Detroit River; \$1,000 for range lights in St. Mary's River, and \$25,000 for gas buoys, not to exceed in cost \$1,450 each.

The bill as it passed the House carries an appropriation of \$450,000 to be expended by the Light-House Board. The board asked for \$500,000, and Senator Allison informed Mr. Burton that it was quite likely that the Senate would increase the light-house item to the full amount asked for by the board. In Senator Allison's opinion the extra amount provided by the Senate would enable the Light-House Board to erect some additional aids on the lakes. Mr. Burton will again go before the Senate Appropriations Committee to urge these appropriations.

Capt. Geo. P. McKay of Cleveland, treasurer, and C. H.

tinctly visible. The smallest letters used shall not be less in size than 4 inches. If any such vessels shall be found without these names being so marked the owner or owners shall be liable to a penalty of \$10 for each name omitted; provided, however, that the names on each bow may be marked within the year 1897.

"Sec. 2. That the draught of every registered vessel shall be marked upon the stern and stern post, in English feet or decimeters, in either Arabic or Roman numerals. The bottom of each numeral shall indicate the draught to that line."

There is sixty-eight thousand dollars in the state treasury which has been tied up for some years. It came from the tolls collected at the Soo Canal when the state managed the canal under an agreement with the federal government. When the canal was reconveyed to the federal government there was an understanding that if the treasury department built a dry dock at the Soo it could have the \$68,000. On account of a claim that such a dock would enter into competition with private docks' work on it was never begun. The Lake Carriers' Association has decided that a marine hospital is needed at the Soo, and that this toll money couldn't be used to a better purpose. Conditions require that the money must be spent in some way at the Soo. Senator Mason has a bill to authorize that it be used for the hospital, and Circuit Judge Steere, of the Soo, has rendered valuable assistance in the measure.



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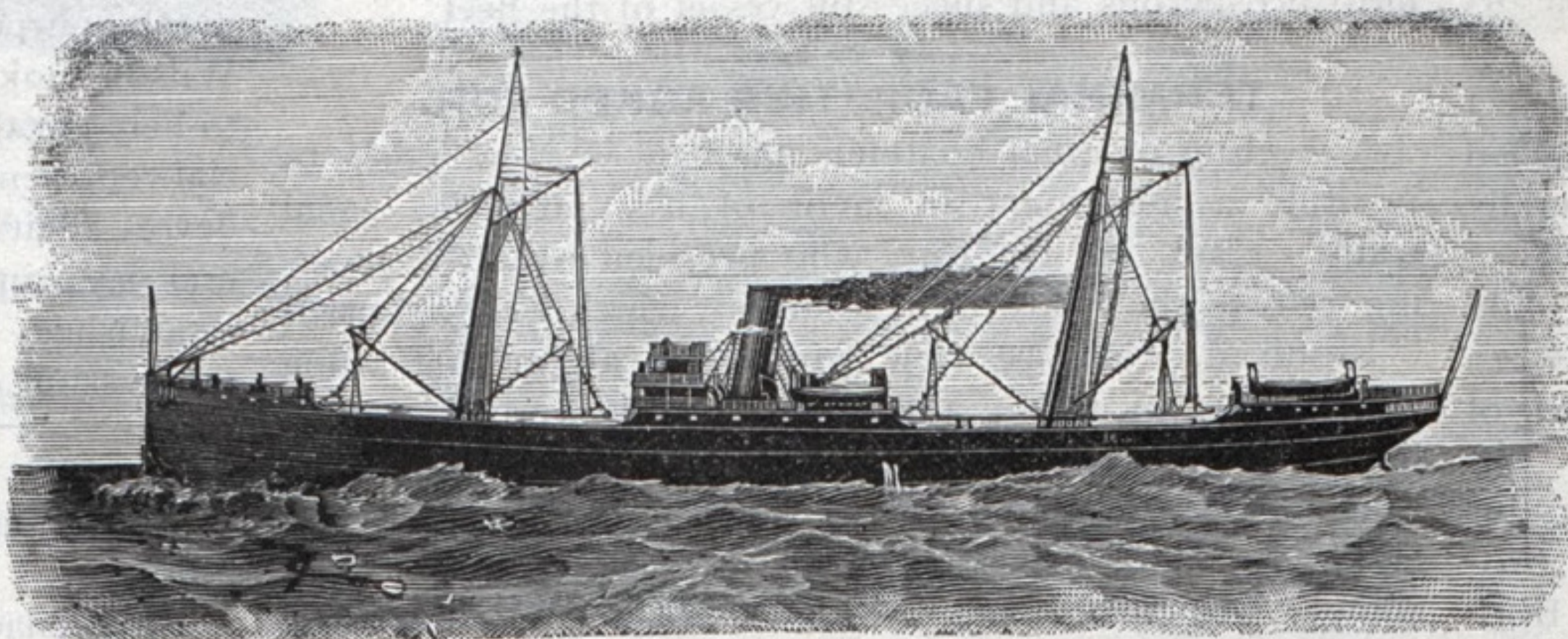
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C. W. STIVER, Sec'y and Treas.

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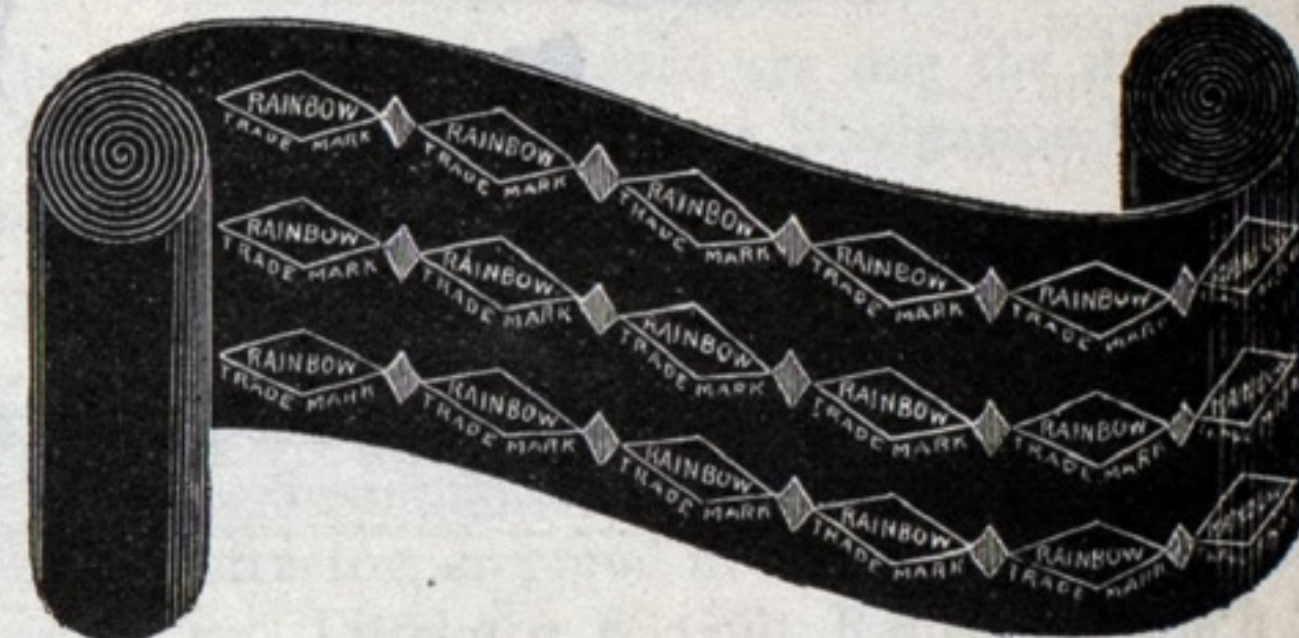
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### THAT "SOO" DRY DOCK.

Anent the recent report that Cramps, of Philadelphia, intended to embark in lake industries, a similar report was spread a few seasons ago, and at that time in a letter to The Record, the Philadelphia firm intimated that they were enjoying a sufficient share of business and had no intention of locating a plant on the lakes. In this connection, Charles S. Osborne, editor of the Sault Ste. Marie News, is quoted as saying: "For nearly two years the Cramps have been interested with others in the development of the water power at the 'Soo,' on both sides of the river. They and their associates have already constructed the largest pulp mills in the world on the Canadian side, and the plant is being still further enlarged. They propose to develop the power on the American side at once and erect paper mills to consume the pulp product of the Canadian mills. The promoters of the enterprise are F. H. Clergue, late of Bangor, Me., and Mr. Douglass, of Philadelphia. I saw Mr. Clergue in Washington, where he told me that there was likelihood of also interesting the Cramps in a dry-dock at the 'Soo.' Mr. Clergue took the matter up with them recently, calling their attention to \$68,000 in the Michigan treasury, belonging to the United States, for dry-dock purposes at the 'Soo,' but which would be devoted to the erection of a marine hospital at the 'Soo,' in the event of the passage of a bill looking to that purpose and now pending in the Michigan legislature. Mr. Clergue said that if this money could be secured for dry-dock purposes as originally intended and placed at the disposition of the Cramps, they would add \$200,000 to it and build a dry-dock at the 'Soo.' Shipbuilders on the lakes say this could not be done; that the application of the money referred to would be in effect a bonus to assist in creating an industry to directly compete with private plants adequate to do all the work there is, and which have never received public bonuses of any kind or government subsidy. They say the money should go to build a marine hospital at Sault Ste. Marie,

which is a practical public necessity, and which would be a disposition of the money that could not be criticized as unfair or unjust."

### DRAIN LAKE MICHIGAN--TO PREVENT POLLUTION.

A bill introduced by Mr. McGoorty, Feb. 3, 1897, and referred to House Committee on Drainage and Waterways of the Illinois legislature at Springfield:

Section 1. Be it enacted by the people of the State of Illinois, represented in the General Assembly, That Section 23 of "An act to create sanitary districts and to remove obstructions in the Desplaines and Illinois Rivers," approved May 29, 1889, in force July 1, 1889, and amended by an act in force July 1, 1895, be and the same is hereby amended so as to read as follows:

Section 23. If any channel is constructed under the provisions hereof by means of which any of the waters of Lake Michigan shall be caused to pass into the Desplaines or Illinois Rivers, such channel shall be constructed of sufficient size and capacity to produce and maintain at all times a continuous flow of not less than 300,000 cubic feet of water per minute, and to be of a depth of not less than fourteen feet, and a current not exceeding three miles per hour, and if any portion of any such channel shall be cut through a territory with a rocky stratum where such rocky stratum is above a grade sufficient to produce a depth of water from Lake Michigan of not less than eighteen feet, such portion of said channel shall have double the flowing capacity above provided for, and a width of not less than one hundred and sixty feet at the bottom capable of producing a depth of not less than eighteen feet of water. If the population of the district draining into such channel shall at any time exceed 1,500,000, such channel shall be made and kept of such size and in such condition that it will produce and maintain at all times a continuous flow of not less than 20,000 cubic feet of water per minute for each 100,000 of the population of such district, at a current of not more than three miles per hour, and if at any time the general government shall improve the Desplaines or Illinois Rivers, so that the same shall be capable of receiving a flow of 600,000 cubic feet of water per minute, or more, from said channel, and shall provide for the payment of all damages which any extra flow above 300,000 cubic feet of water per minute from such channel may cause to pri-

vate property so as to save harmless the said district from all liability therefrom, then such sanitary district shall, within one year thereafter, enlarge the entire channel leading into said Desplaines or Illinois Rivers from the said tract to a sufficient size and capacity to produce and maintain a continuous flow throughout the same of not less than 600,000 cubic feet of water per minute, with a current of not more than three miles per hour, and such channel shall be constructed upon such grade as to be capable of producing a depth of water not less than eighteen feet throughout said channel, and shall have a width of not less than one hundred and sixty feet at the bottom. In case a channel is constructed in the Desplaines River as contemplated in this section it shall be carried down the slope between Lockport and Joliet to the pool commonly known as the upper basin of sufficient width and depth to carry off the water the channel shall bring down from above. The district constructing a channel to carry water from Lake Michigan of any amount authorized by this act, may correct, modify and remove obstructions in the Desplaines and Illinois Rivers wherever it shall be necessary so to do to prevent overflow or damage along said river, and shall remove the dams at Henry and Copperas Creek in the Illinois River, before any water shall be turned into the said channel. And the canal commissioners, if they shall find at any time that an additional supply of water has been added to either of said rivers by any drainage district or districts, to maintain a depth of not less than six feet from any dam owned by the State, to and into the first lock of the Illinois and Michigan Canal at LaSalle, without the aid of any such dam, at low water, then it shall be the duty of said canal commissioners to cause such dam or dams to be removed. This act shall not be construed to authorize the injury or destruction of private existing water power rights by the canal commissioners without just compensation.

In the admiralty case of G. Herman & Son, libellants, against the steamer Belle Cross, in the United States Circuit Court at Duluth, an intervening libel for \$731.32, alleged to be due for supplies furnished Port Huron, Mich., has been filed by Dunford & Halverson.

The tonnage capacity of steamboats, tugs and barges belonging in Pittsburg is said to be greater than that of all the vessels registered at any seaport in the United States.—Cincinnati Commercial-Tribune.



## LITERARY NOTICES--NEW PUBLICATIONS.

The February number of the Journal of the American Society of Naval Engineers, published quarterly by the society at Washington, is fully up to, if not slightly in advance of some past issues, inasmuch as it contains articles on most important and imminent subjects to the marine engineering community. There is also forwarded a general index of the Journal volumes from 1 to 8 inclusive, which is invaluable for reference and will be forwarded to members post free for \$1.25. The council of the society, under whose supervision the Journal is published, are to be congratulated on the make-up of the current quarterly.

We are indebted to Capt. C. W. Woolsey, of New York, for duplicate copies of the proceedings of the twenty-fifth annual meeting of the National Board of Steam Navigation, held in St. Louis, Mo., Oct. 13, 1896. We note among others that Capt. George L. Norton, editor of the Marine Journal, New York, is one of the prominent members and was last year elected chairman of the executive committee. The contents of the annual make very interesting reading and we will be pleased to further review the work of the board as opportunity offers in the near future.

In an article in the March Harper's, entitled "Preparedness for Naval War," Capt. A. T. Mahan, U. S. N., considers the event of a war with Great Britain as calmly as if our hopes had never been flattered by an arbitration treaty. He agrees with Von Moltke that war is an element of order, and inevitable where national individuality and national honor are strong. The sensible way to come happily out of it, he argues, is to have a force capable of grappling on even terms with the greatest force likely to be brought against us, and this he proposes to do by developing a large body of seamen in actual service.

"Navigation, Steam Power and Electricity," London and Newcastle-on-Tyne, No 1, Vol. 1, comes to our exchange table this week as a welcome guest. The new marine monthly is a clean, interesting and valuable illustrated journal, 12x9, twenty-four pages and cover. It is palpable, though, judging only from the current issue, that "Navigation, Steam Power and Electricity," will soon grow in favor and become a power in the land. We wish

its editors and proprietors much success and hope to see each succeeding number as well worthy of commendation as No. 1, Vol. 1.

## VISIBLE SUPPLY OF GRAIN.

As compiled for The Marine Record by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY. Bushels.
Albany		50,000	100,000		10,000
Baltimore	410,000	2,414,000	431,000	245,000	
Boston	721,000	1,053,000	285,000	1,000	16,000
Buffalo	1,487,000	112,000	220,000	126,000	1,117,000
afloat	246,000	225,000	261,000	95,000	
Chicago	11,436,000	7,274,000	5,798,000	1,480,000	136,000
afloat	200,000	3,065,000	615,000		97,000
Cincinnati	6,000	1,000	9,000	8,000	129,000
Detroit	315,000	98,000	22,000	50,000	41,000
afloat					
Duluth and Superior	4,072,000	31,000	1,833,000	714,000	927,000
afloat	402,000				
Indianapolis	124,000	46,000			
Kansas City	421,000	163,000	185,000	11,000	
Milwaukee	279,000	4,000	7,000	432,000	10,000
afloat					95,000
Minneapolis	17,547,000	54,000	726,000	60,000	81,000
Montreal	450,000	24,000	351,000	54,000	41,000
New York	3,068,000	4,575,000	1,899,000	289,000	364,000
afloat	1,028,000	382,000	31,000	8,000	82,000
Oswego	25,000				40,000
Peoria	147,000	395,000	232,000	26,000	59,000
Philadelphia	519,000	1,776,000	74,000		
St. Louis	1,048,000	2,859,000	328,000	30,000	4,000
afloat		178,000			
Toledo	1,046,000	1,550,000	80,000	97,000	
afloat					
Toronto	218,000		64,000		57,000
On Canal					
On Lakes					
On Mississippi		84,000	14,000		
Grand Total	45,215,000	26,413,000	13,565,000	3,726,000	3,396,000
Corresponding Date 1896	65,011,000	11,516,000	6,918,000	1,541,000	2,130,000

## OILING SHIPS' HULLS.

Experiments are to be made to determine the value of an invention by Rudolph Altschul, designed to increase the speed of vessels and to prevent corrosion and the growth of barnacles by coating the submerged portion of the ship with crude petroleum. The system is so arranged that in rough weather a large quantity of oil can be discharged along the sides of the ship and distributed over the surface of the water, thus providing a more ef-

fective method of greasing and smoothing high seas than any yet devised. The covering composition is an oleaginous preparation of tallow, calcined carbon and several other ingredients which the inventor keeps secret. It is said that it hardens in the water and cannot wash off, and can be applied to submarine war projectiles, permitting double velocity. A series of iron flanges are fastened along the bottom and sides of the ship below the water line, in which are inserted sheets of woven wire netting, lathing or sheet iron, covered with an absorbent composition saturated with oil. The flanges have a semi-circular covering on top, below which runs a finely perforated pipe, which ejects a fine spray of oil against the inside of the flange and on to the sheets, from which it spreads downward. The oil is not carried away by the water, but through capillary attraction is spread, thus keeping the ship's hull greased without any waste of oil. It is said that the composition is a perfect carrier of oil under the surface of the water, a feature which has never before been achieved and which will make oil perform below the water line the same service that it does in quelling a rough sea. It is claimed that, applied to any vessel, either steam or sailing, it will increase the speed by at least 25 per cent. without augmenting the amount of machinery or the expenditure of fuel.

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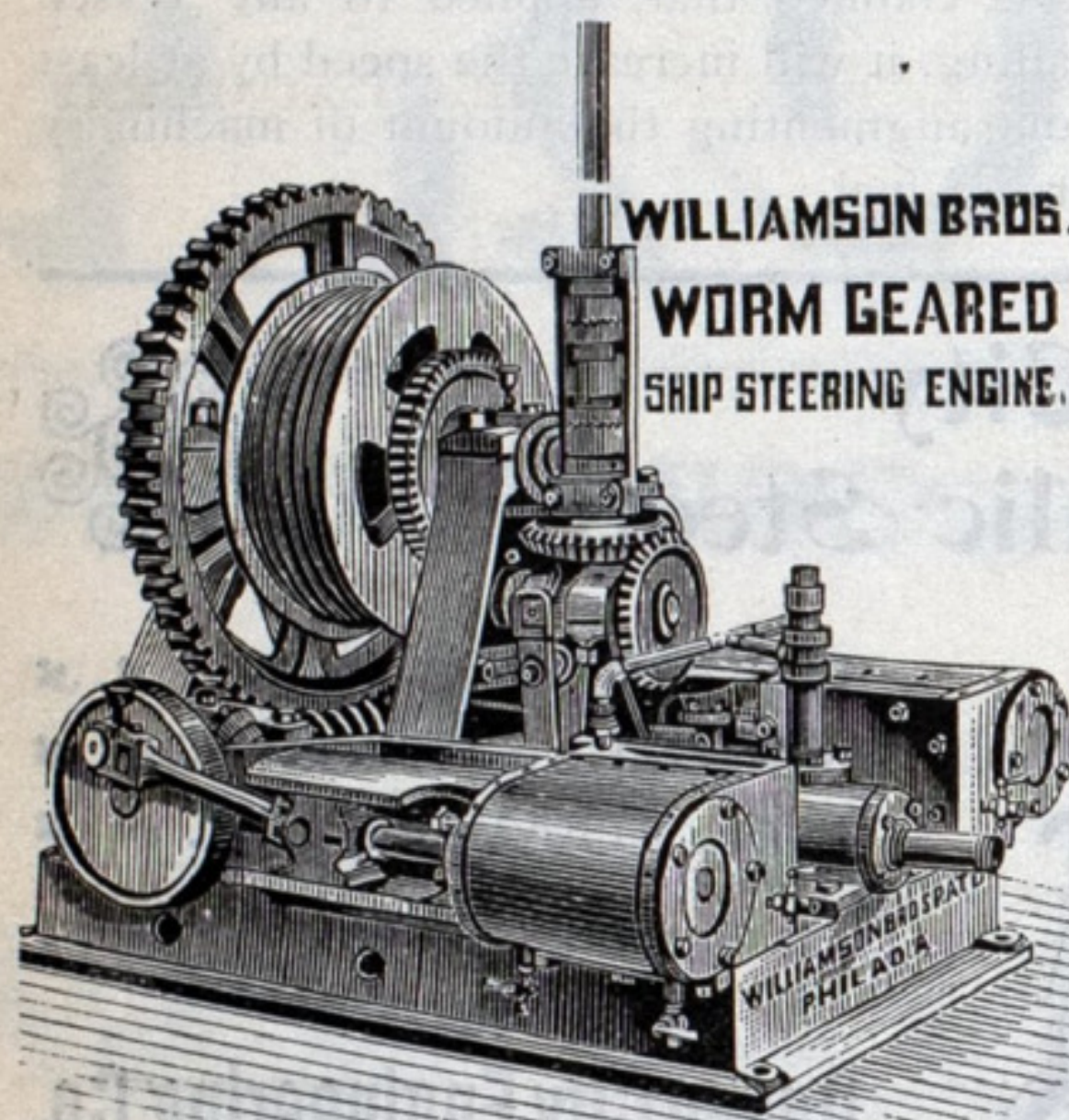
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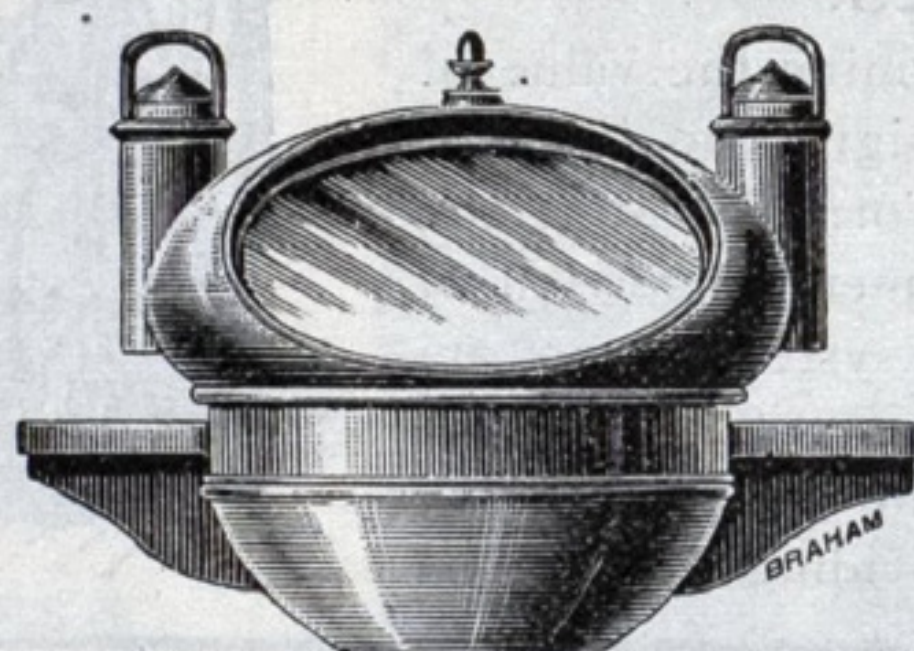
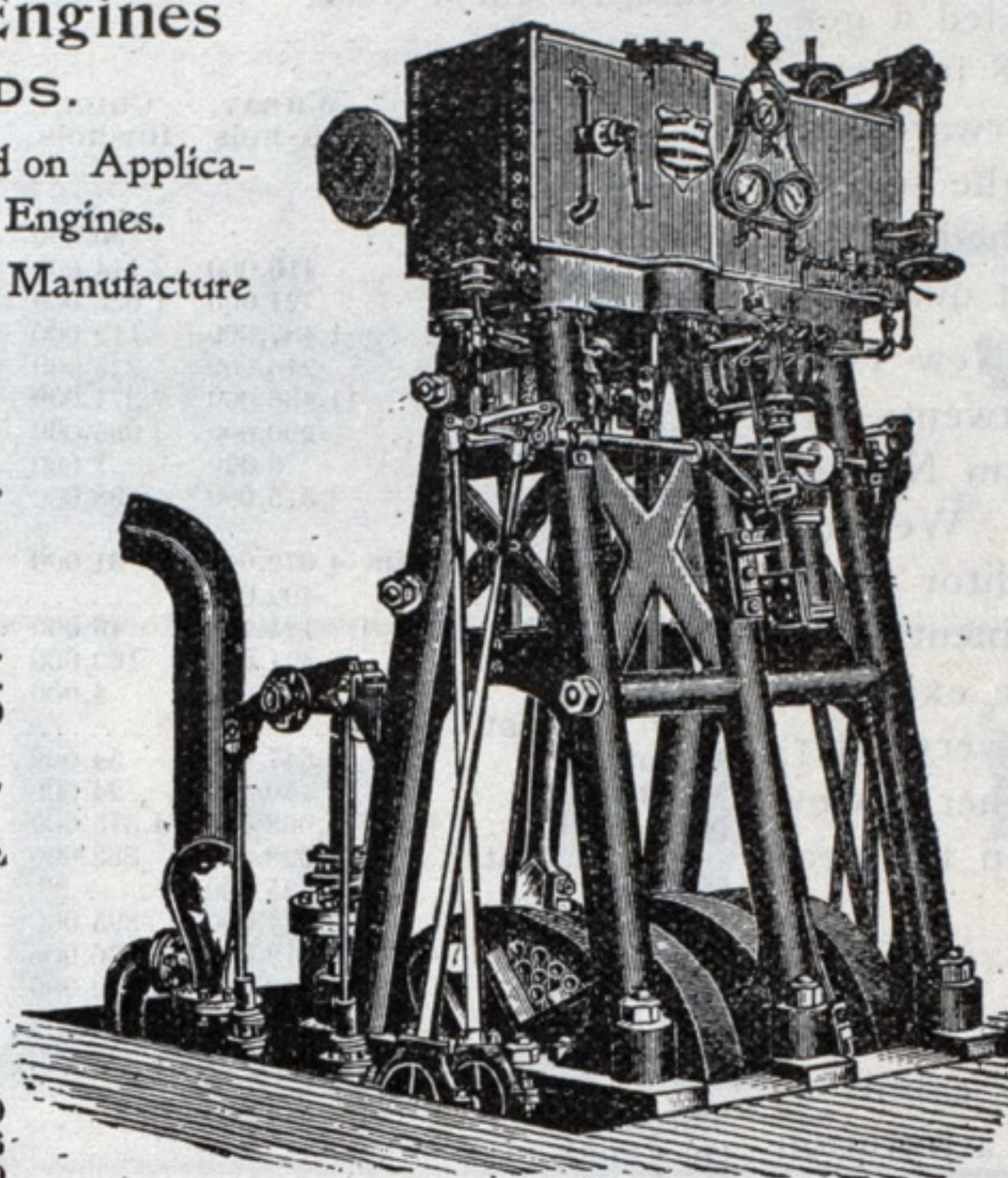
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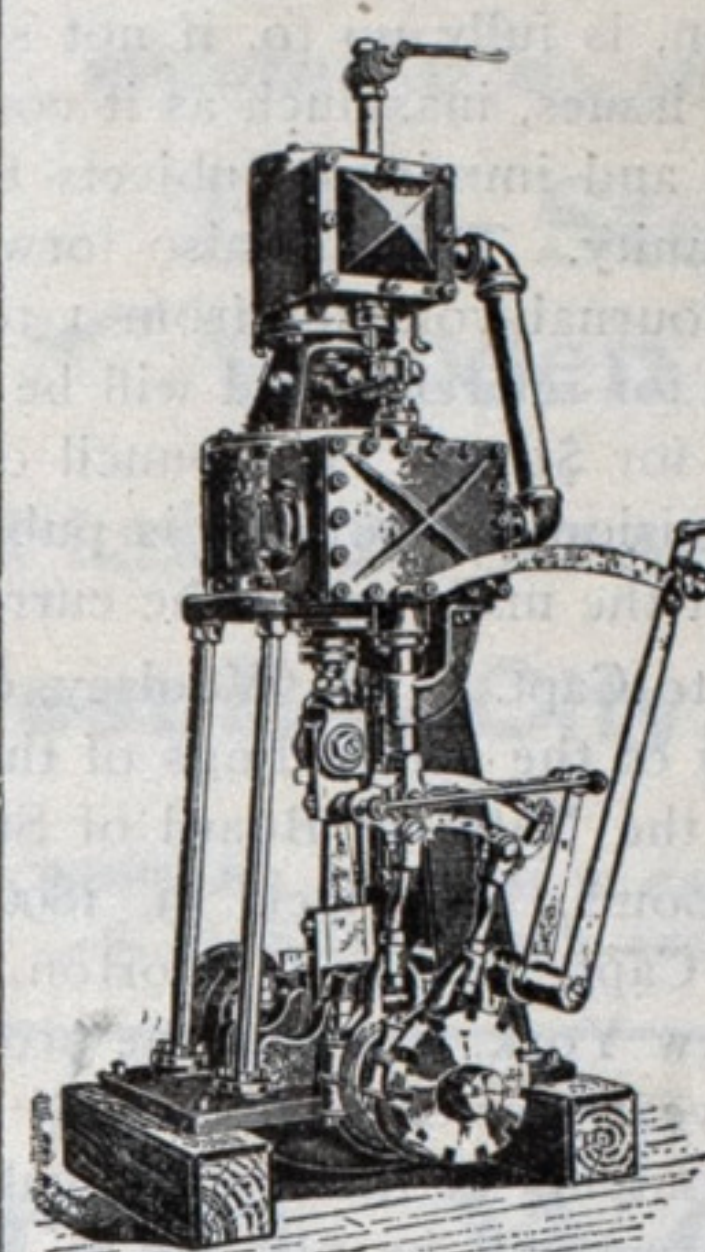
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## PROPOSALS.

TREASURY DEPARTMENT, Washington, D. C., February 8, 1897.—Sealed proposals are hereby invited and will be received at this Department until 2 o'clock p. m., Monday, March 15, 1897, at which time and place they will be opened in the presence of attending bidders, for the construction by contract of two steel steam propellers for the U. S. Revenue Cutter Service, for service on the Great

Lakes, to be known while in course of construction, or until launched, as "Nos. 4 and 5, R. C. S." Bids will be received, on separate forms of proposal, for either or both of the vessels. Said vessels are to be constructed in accordance with plans and specifications provided by the Secretary of the Treasury, which, together with the forms of proposal, contract, etc., may be obtained upon application to this Department. Proposals will be considered only from such shipbuilders as can show to the satisfaction of the Secretary of the Treasury that they are possessed of the necessary plant and facilities for the performance of the work. Evidence as to this ability must accompany the proposal. Each proposal must include the construction of the vessel and her machinery, complete in all respects as required by the plans and specifications. Each of said

vessels must be completed and delivered at such port on the Great Lakes as may be designated by the Secretary of the Treasury, at the earliest practical date, and bidders are informed that because of the urgent need of speedy delivery, the element of time will be given due consideration in determining the award of the contract. Each proposal must be accompanied with a cash deposit or certified check payable to the order of the Secretary of the Treasury, in the sum of five thousand dollars (\$5,000). The certified check of the successful bidder will be retained until the execution of a formal bond or contract, and the approval of the same by the Secretary of the Treasury, and the certified checks of the unsuccessful bidders will be returned immediately after the proposal of the successful bidder shall have been accepted. Bids must be addressed to the

Secretary of the Treasury, and be indorsed on the envelope, "Proposals for revenue steamers for Great Lakes." The right is reserved to reject any or all bids and to waive defects if deemed for the interest of the Government so to do.

W. E. CURTIS,  
 Acting Secretary.

## PROPOSALS.

U. S. Engineer Office, 185 Euclid Ave., Cleveland, O., February 8, 1897. Sealed proposals for furnishing and delivering timber, iron and stone, for construction of breakwater at Conneaut Harbor, Ohio, will be received here until 2 o'clock p. m., standard time, Friday, February 26, 1897, and then publicly opened. Information furnished on application to Jared A. Smith, Lt.-Col., Engineers.



# WHEELER CONDENSER & ENGINEERING CO.

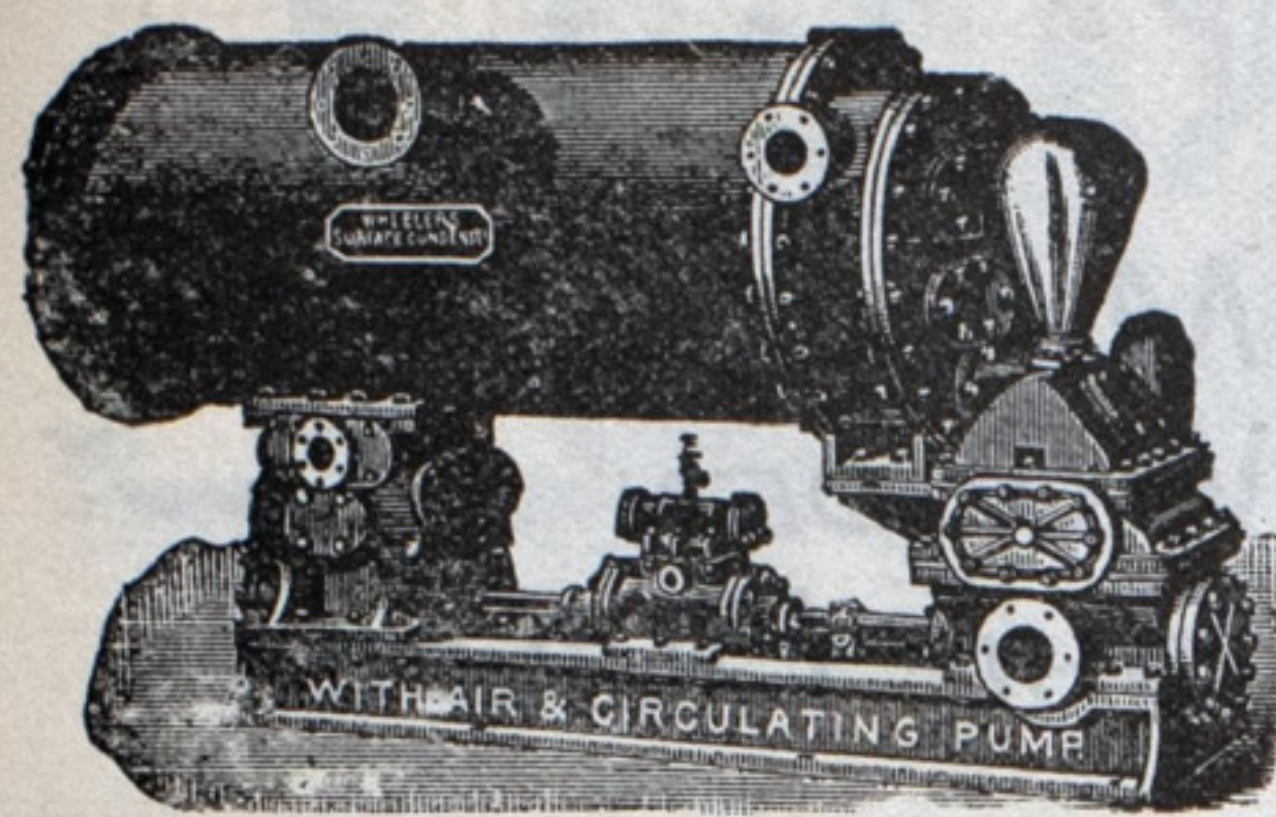
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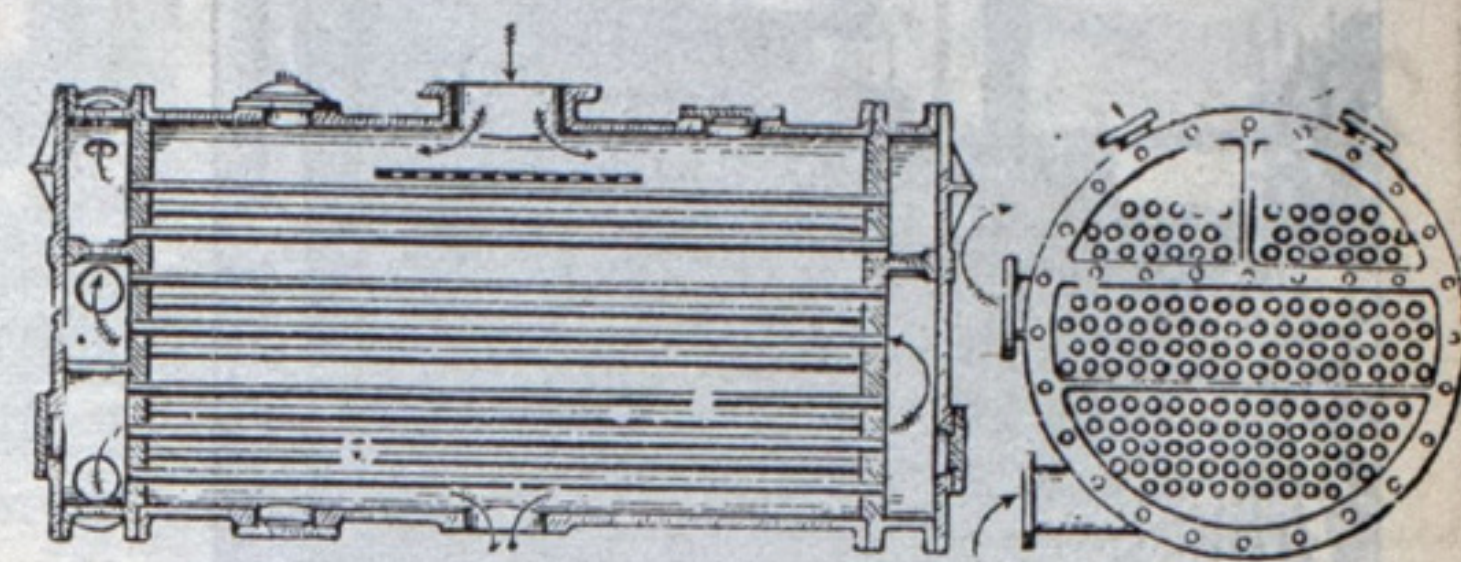
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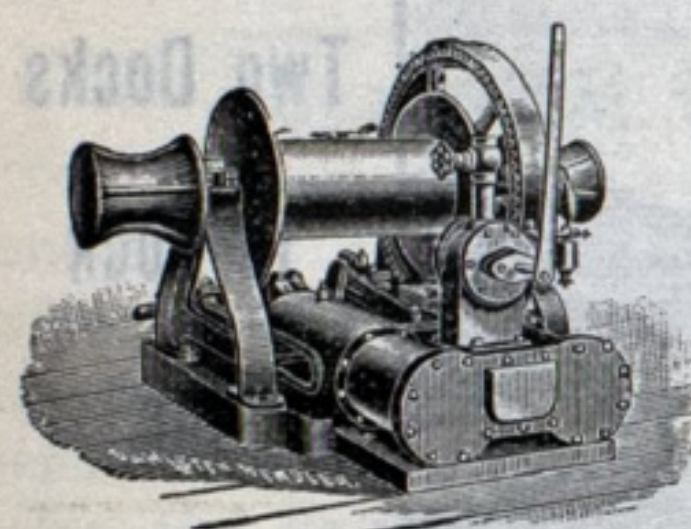
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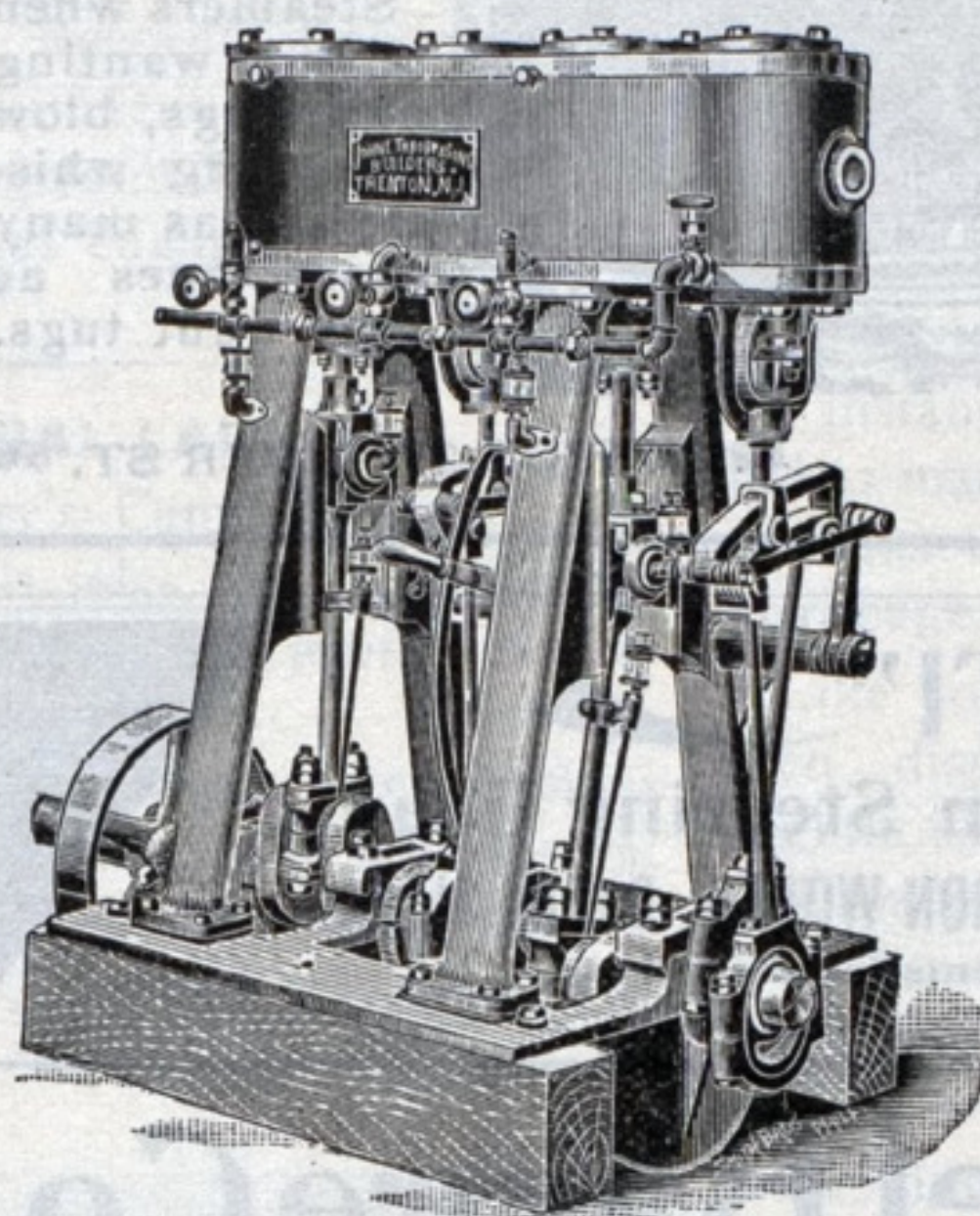
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### PROPOSALS.

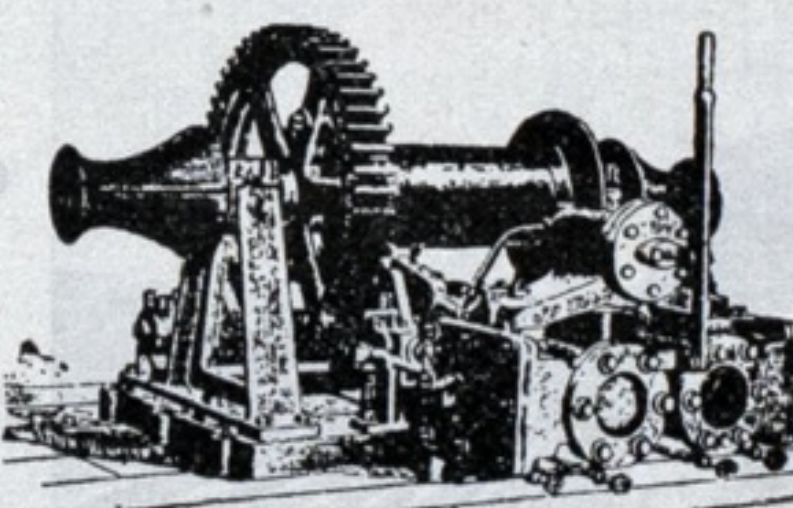
U. S. Engineer's Office, Hickox Build-  
 ing, 185 Euclid Avenue, Cleveland, O.,  
 February 10, 1897.—Sealed proposals for  
 constructing about 432 linear feet of west  
 breakwater at Ashtabula Harbor, Ohio,  
 will be received at this office until 2 o'clock  
 p. m., standard time, Friday, March 5,  
 1897, and then publicly opened. All infor-  
 mation furnished on application to JARED  
 A. SMITH, Lieut. Col. Engineers.

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We build them in all sizes  
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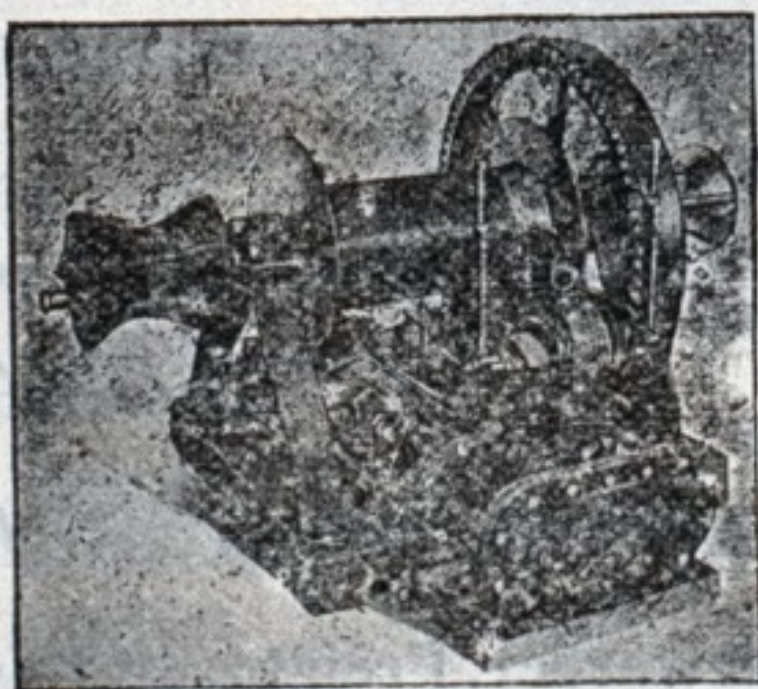


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## FOR SALE, WANTED, Etc.

See also Page 15.

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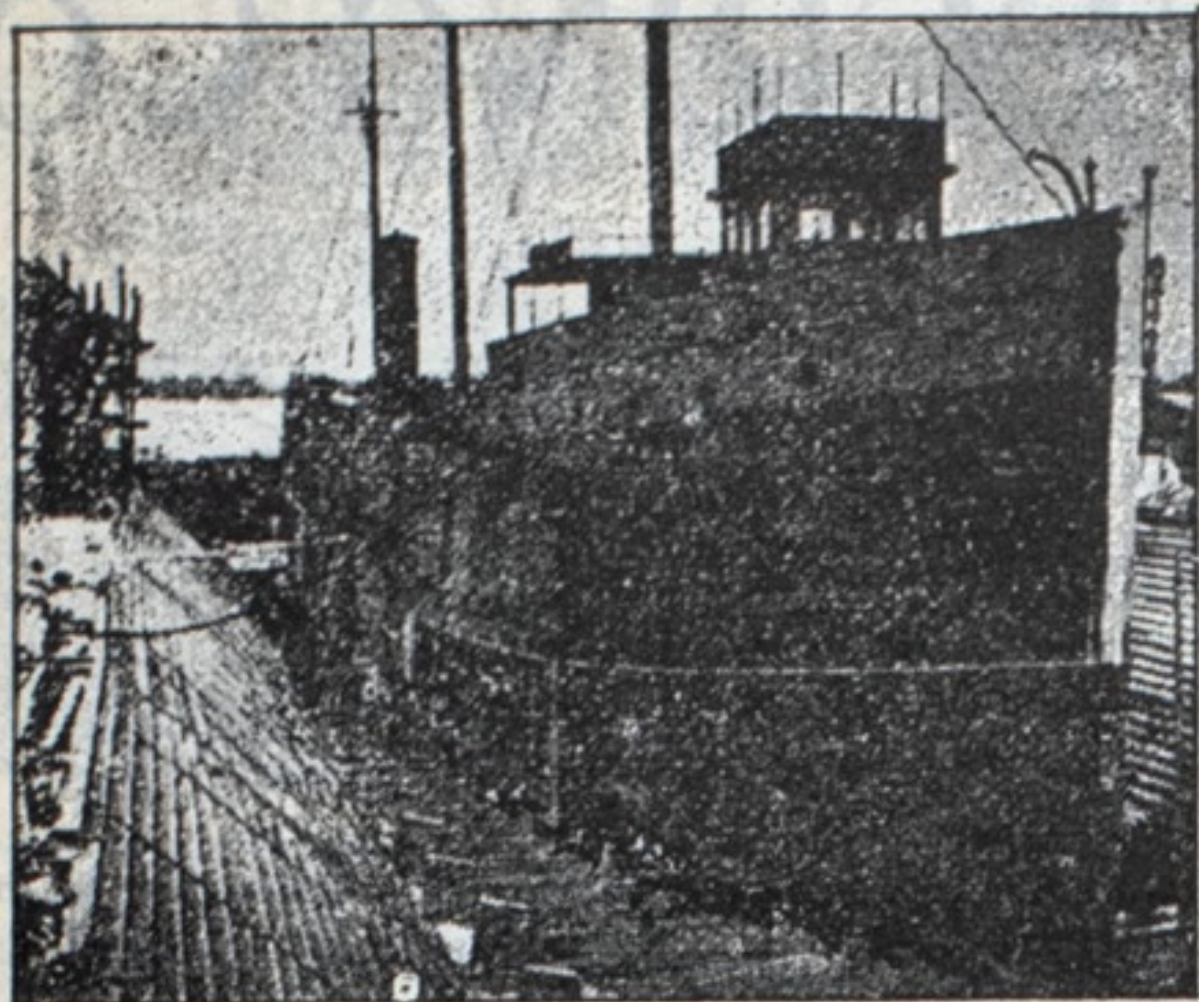
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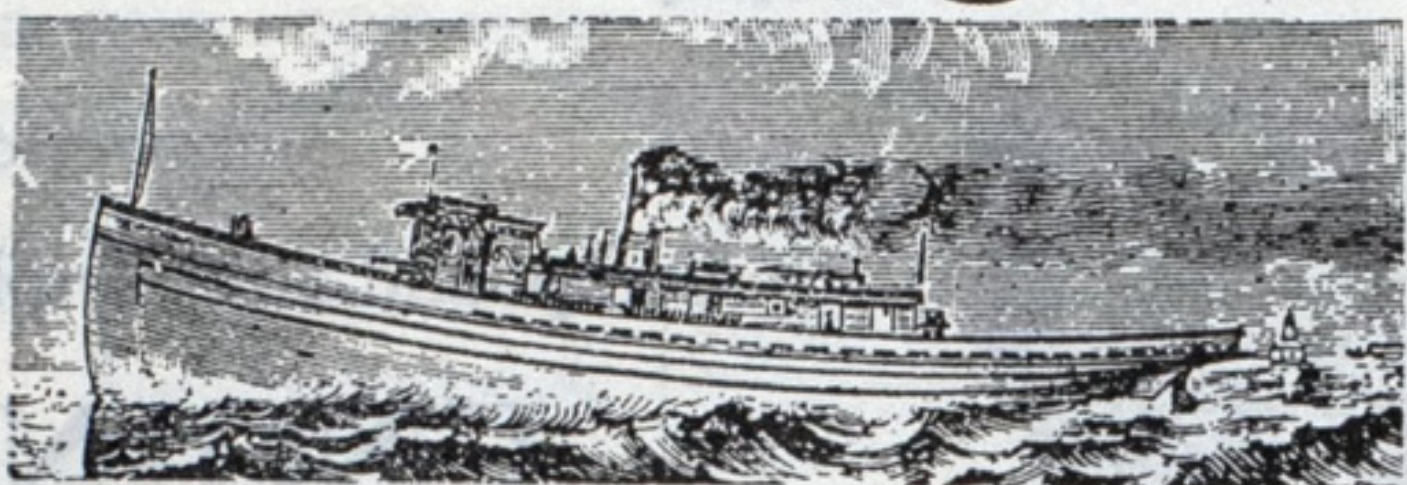
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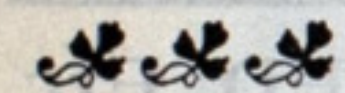
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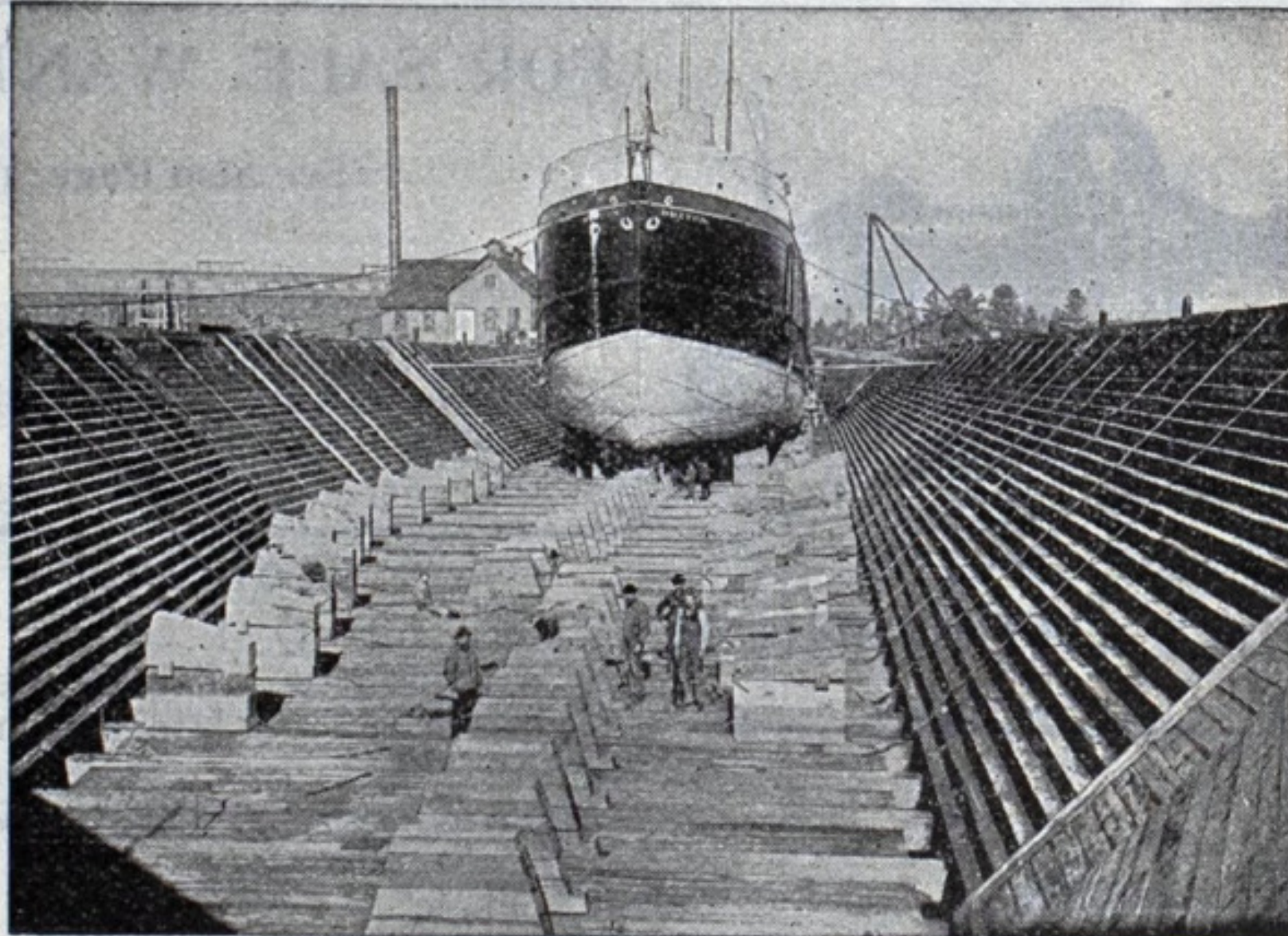
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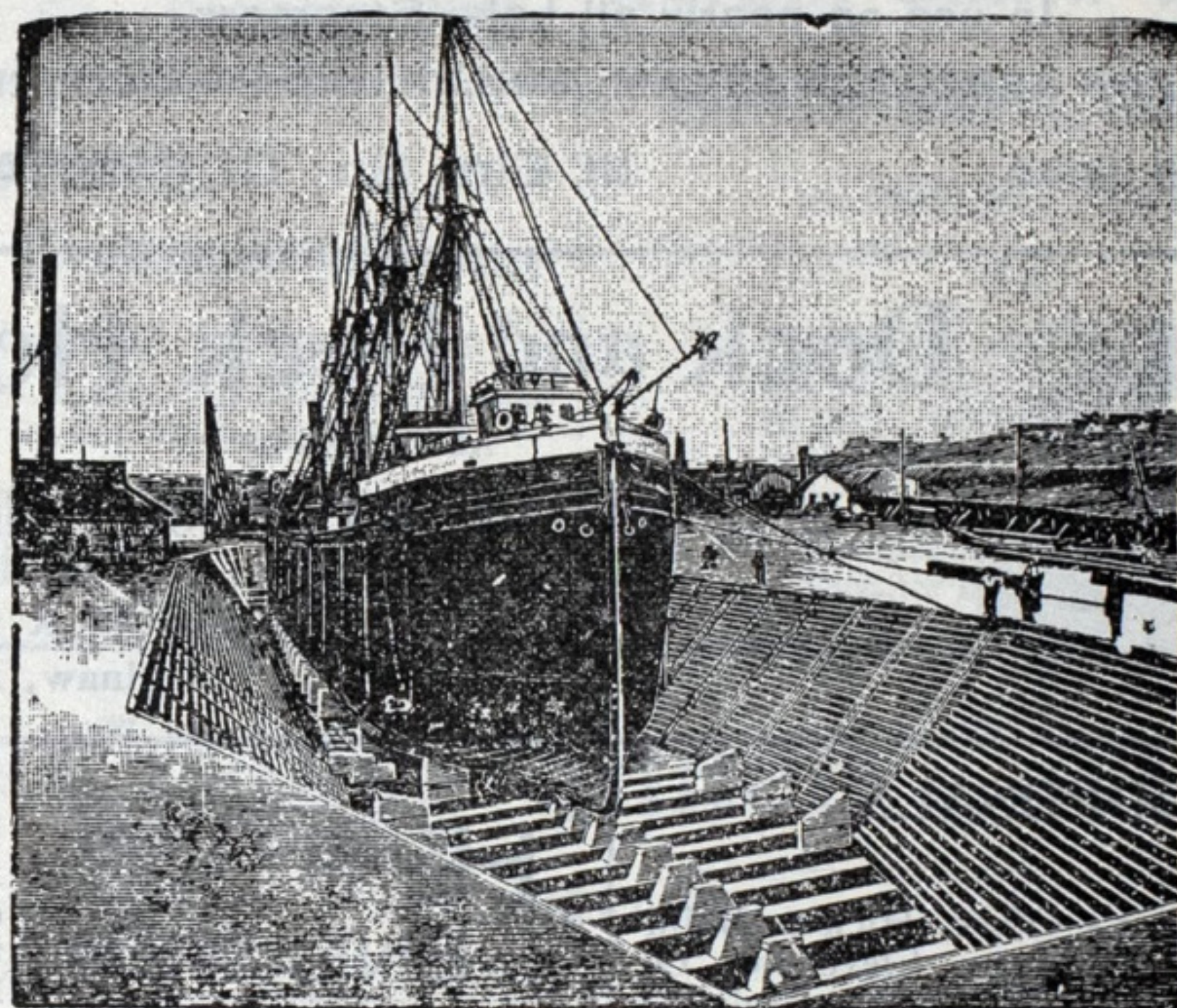
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